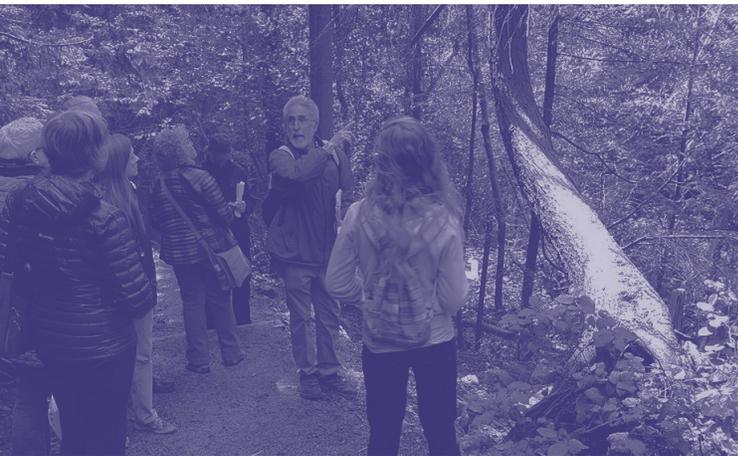
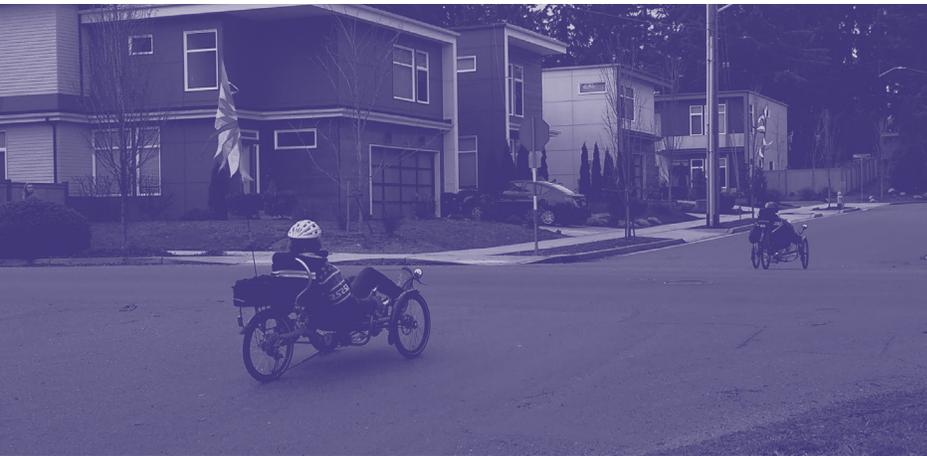


130th & 145th Street
Station Area Planning

BACKGROUND REPORT



FOR DISPLAY ONLY

March 2019 (DRAFT)



Seattle Office of Planning
& Community Development

Station Area Planning

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BACKGROUND & INTRODUCTION

Overview

Light rail and bus rapid transit are coming to North Seattle. Over the next year the City will engage the community and agencies in 130th & 145th Station Area Planning. This planning process will consider options for future development and investment to create a vision for the area within a 10-minute walk of a station. Major topics to be explored include:

- **Thoughtful Growth** – what types of housing, retail and other uses are best for the station area?
- **Getting Around** – how will people of all ages and abilities get to/from the station easily and safely?
- **Livable Community** – what makes the station area a place with great spaces and strong connections that meet the needs of the community?
- **Community Engagement and Equity** – how do we elevate the voices of underrepresented groups and those at-risk of displacement in the planning process?

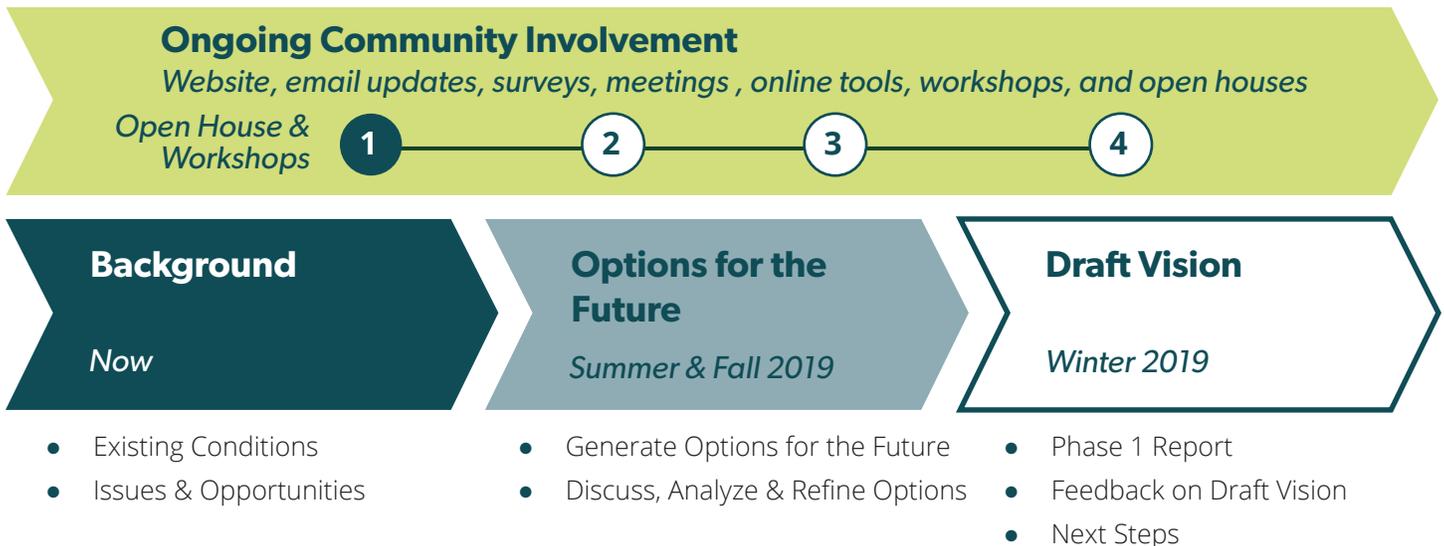
Project Timeline

This planning effort includes two major phases:

Phase 1 Visioning (2019)

Phase 2 Implementation Strategies (TBD)

Phase 1 Visioning



BACKGROUND & INTRODUCTION

Planning Areas

The 130th & 145th Station Area Planning, led by the City of Seattle, will include a smaller “Station Area”, and a larger “Study Area”. Sound Transit leads the planning, design and construction of the light rail station, alignment and other required facilities. The City and Sound Transit work closely together to ensure the overall planning is coordinated, especially around improvements in the public right of way immediately adjacent to the light rail project area.



Station Area
Smaller area accessible within a 10- minute walk of the light rail station. Planning led by City of Seattle.

Study Area
Larger area accessible to the light rail station by a short bus, bike or car trip. Planning led by City of Seattle.

Light Rail Project Area
Area where light rail alignment, station and other required facilities are designed, built and maintained by Sound Transit.

Purpose of Background Report

The purpose of this Background Report is to provide key information to the community and agencies about the people and the places that new light rail and bus rapid transit will serve. This will provide a foundation for future meetings, workshops and conversations about the future of the station area.

Information is culled from a range of sources: US Census, City of Seattle data, King County Property Assessor, Urban Land Institute, previous markets studies and previous public engagement summaries.

Report Organization

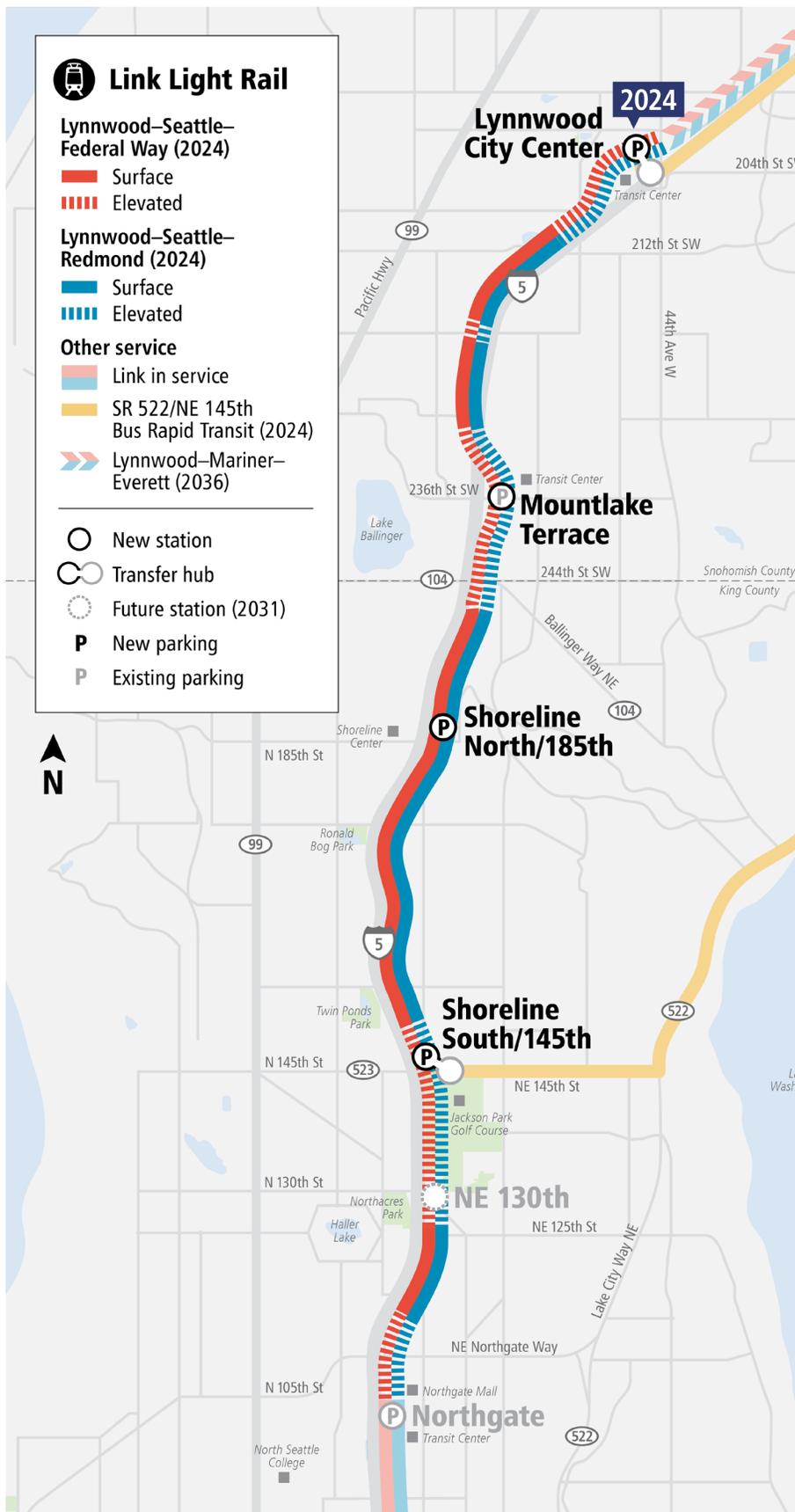
Who Lives Here	History and demographic profile
What’s Here Now	Land use, development, community destinations, parks and open space housing
Moving Around	Streets, sidewalks, cross walks, traffic, speed limits, collisions, bicycle infrastructure and transit service
Natural Environment	Tree canopy, habitat, steep slopes, drainage
Economic Characteristics and Trends	Jobs, market trends and potential for TOD
Previous Community Engagement	Previous Sound Transit and City of Seattle engagement processes

Additional Background Information can be found on the [project website](#).



WHY PLAN

WHY PLAN | About Transit Investments in the Study Area



On November 4, 2008, voters approved the \$17.8 billion Sound Transit 2 (ST2) ballot measure. The plan includes transit investments in the Puget Sound Region ranging from bus rapid transit (BRT) to light rail expansion and including station access improvements. Among these investments, Link light rail service will extend north from University of Washington to Lynnwood.

In 2016, the \$54 billion Sound Transit 3 (ST3) ballot measure was passed to include additional transit investments including the 130th St. station that is scheduled to open in 2031. ST3 also includes SR522 BRT to serve growing areas of North Lake Washington.

Below is a brief timeline of transit investments in the region.

History of Transit Investments

- 2008** Voters approve ST2. Includes the Lynnwood Link Extension and the 145th St. Station
- 2016** Voters approve ST3. Includes the 130th St. Station and SR522 BRT
- 2019** Sound Transit completes final design / begins construction of Lynnwood Link Extension
- 2021** Northgate Link Extension and Station scheduled to open
- 2024** Lynnwood Link, 145th St. Station and SR 522 BRT scheduled to open
- 2031** 130th St. Station scheduled to open

WHY PLAN | Why do we do Station Area Planning?

Regional investments in transit will bring Sound Transit light rail stations to 130th Street and 145th Street. Over the coming years, these investments will lead to other changes in north Seattle neighborhoods. These transit investments create a unique opportunity for the City of Seattle, communities surrounding these stations, and agency partners to work together to create a shared vision for the future of the area.

Station Area Planning brings together community members and government agencies to multiply the impact of the new station and development for everyone who lives, works and visits in the surrounding neighborhoods—now and in the future. We focus on areas within a 10-minute walk of the planned light rail stations, while considering broader neighborhood and regional needs. We plan for change by considering how to support:

Neighborhood Voices – Ideas and plans are reflective of neighborhood input and benefit the broader community

Community Benefit – Transit and other investments capitalize on unrealized potential and create new opportunities, particularly for existing and underrepresented members of the community, in areas such as housing, services, and amenities

Access for All – People of all ages and abilities from all parts of the community can safely and easily access transit and new development through various modes of travel (walking, biking, driving, riding)

Future Change – As the station area evolves over time, decisions should be innovative, durable, and flexible, to accommodate for growth, changes in course

Policy Alignment – Seattle’s plans are part of a statewide system of land use and transportation planning established by the Growth Management Act to create better connected communities. This plan should align with state, regional and citywide policies applicable to station areas.

Other Investments will support and enhance new light rail stations. Typical investments include:

- Improved streets to support access to the station and for safety;
- Better walking and bicycle routes around the neighborhood;
- New developments that include residences, retail and other neighborhood services;
- Parks and other public spaces designed to provide opportunities for play, community events, time in nature or socializing;
- Other neighborhood amenities and services that result from early planning and coordination between government agencies and private partners.

WHY PLAN | Growth, Equity and Opportunity

Seattle is experiencing tremendous growth. The Seattle 2035 Comprehensive Plan anticipates an increase of at least 70,000 housing units and 115,000 jobs citywide over the 20-year planning period from 2015 to 2035.

Seattle's urban village strategy guides most of the city's housing and employment growth to urban centers and urban villages. Urban villages are communities that enable the City to: deliver services more equitably, pursue a development pattern that is environmentally and economically sound, and provide a better means of managing growth and change through collaboration with the community in planning for the future of these areas. In anticipation of a light rail station, the 2035 Comprehensive Plan explored the 130th St. area as a potential urban village.

In 2016, the City completed an Equity Analysis to understand how growth may benefit or burden marginalized populations, particularly in urban villages. The City is using this analysis to inform potential strategies to lessen impacts and maximize opportunity for these populations. As part of the analysis, the City examined demographic, economic, and physical factors to understand current displacement risk and access to opportunity. The findings are expressed as the **Displacement Risk Index** and the **Access to Opportunity Index**. They show that disparities exist, leaving many marginalized populations disadvantaged and at risk of displacement.

The Lynnwood Link Extension will bring new economic opportunity to North Seattle by improving access to jobs and opportunity, and spurring new development—housing, retail, public realm improvements, etc. Using the Equity Analysis and developing an equitable transit oriented development approach, the City along with the community can plan for a variety of benefits to the community, city and region:

- **Affordable housing near transit.** Preserving and creating affordable housing in station areas addresses racial and social equity by ensuring that low income, transit-dependent people benefit from transit investments. The City also invests in high opportunity neighborhoods to promote a mix of housing typologies and mixed-income neighborhoods.
- **Improved access-jobs and education.** Shorter commute times can increase the number of jobs within a 30-minute commute. It can also increase access to better schools and colleges.
- **More housing choices.** New development can diversify the type of housing available at different price points, and meeting the needs of different types of households- families, seniors, young adults, etc. The City aims to provide a mix of affordable housing that serves a range of households and income levels to promote housing opportunity and choice throughout the City.
- **Reduced dependency on the automobile.** This generates additional benefits such as lower rates of car ownership, lower transportation costs and more income available for housing.
- **Increased ridership and fare revenues.** TOD generates ridership and revenue without relying on land consumptive park and ride facilities. Land is used to house people rather than cars.

**Seattle is Growing.
Between 2010 and 2018,
the total population of
increased by 20% from
608,660 to 730,400.**

Housing Growth

2010	2017
308,516	356,568

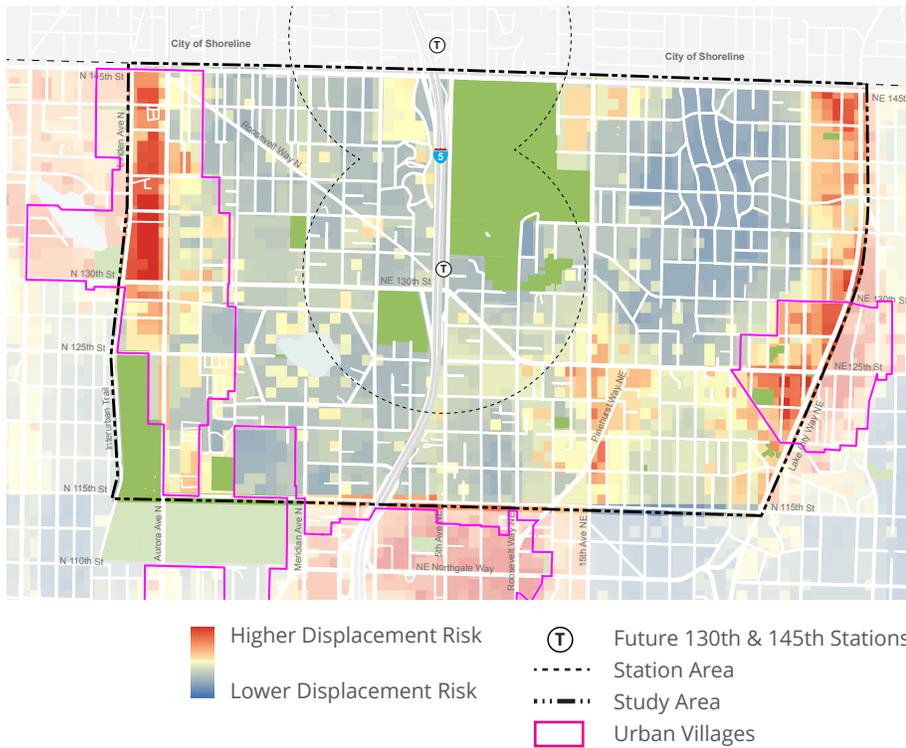
+15.6% housing units

Employment Growth

2010	2017
462,985	581,780

+25.7% jobs

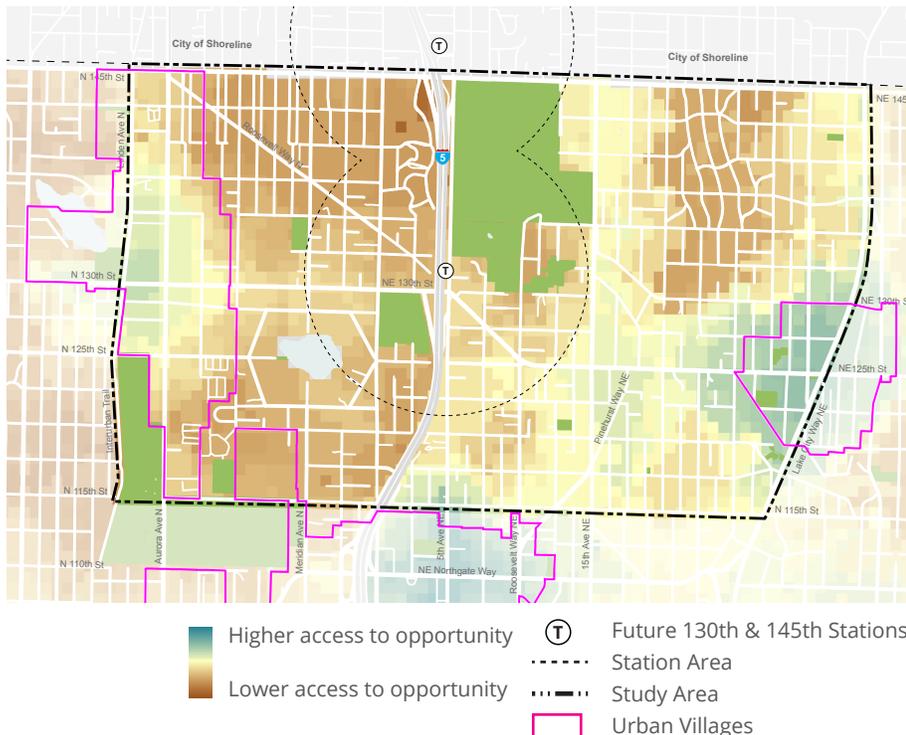
Displacement Risk



Displacement refers to the involuntary relocation of marginalized populations from their current neighborhood. The **Displacement Risk Index** considers various indicators, including race/ethnicity, linguistic isolation, household income, housing costs, homeownership, development capacity, and proximity to jobs, transit (including light rail), services, and high-income neighborhoods. The Displacement Risk Index indicates:

- The Urban Villages surrounding the study area (Bitter Lake, Lake City, and Northgate) have higher displacement risk.
- Overall, the study area has a moderate to lower displacement risk.

Access to Opportunity



Access to opportunity refers to services, amenities, and other key determinants of social, economic, and physical well-being. The **Access to Opportunity Index** considers a number of indicators, including proximity to jobs, transit, civic services, health care, fresh food, and good schools.

- The Urban Villages surrounding the study area (Bitter Lake, Lake City, and Northgate) have moderate to higher access to opportunity.
- Overall, the study area has a moderate to lower access to opportunity.



WHO LIVES HERE

Farmland and Wildlife

Prior to 1851, the land in the study area was inhabited by Coast Salish tribes. Early settlers established farms. This rural landscape pattern was primarily small farms, fields and grazing lands. Large swaths of uncultivated lands, what is now part of Northacres Park and Thornton Creek, were home to local wildlife.

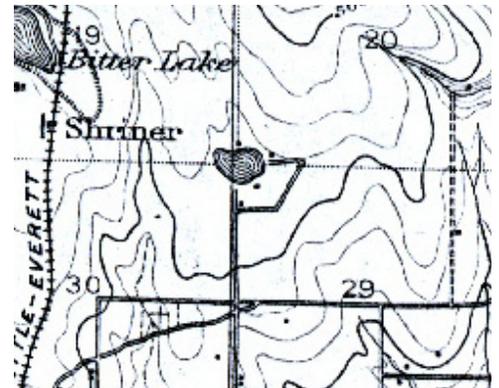
Jackson Park Golf Course

The land that the Jackson Park Golf Course occupies was first settled in the mid-1880s after Minerva A. Jones purchased a large farm tract from W.B. Denny in 1884. By the mid-1920s, there were twelve private golf courses in King County but only one public course in Seattle at Jefferson Park on Beacon Hill.

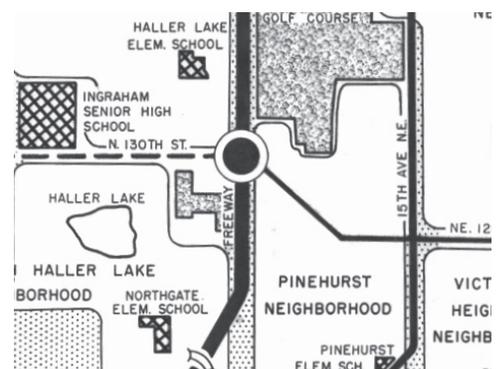
Development and Annexation

Transportation infrastructure spurred the transition of North Seattle from rural to urban. The Interurban Railway (1910-32), Highway 99 (1932) and the Bothell Highway/Lake City Way (1937) all played a major role in connecting different areas of the city and region, and promoting the development of Seattle's northern neighborhoods and local business districts. The construction of I-5 (1969) improved travel to other regions and states, but created a physical divide in the local community.

In 1950, development of Northgate Mall spurred denser development and more urban infrastructure. As a result of this development, the South Branch of Thornton Creek was buried in pipes. Four years later, the City of Seattle annexed areas north of N 85th Street, extending the city limits all the way to N 145th Street, adding ten square miles of land and residents. Prior to annexation, these areas were developed as part of unincorporated King County and became established Seattle neighborhoods upon annexation.



Map of Haller Lake (1909)



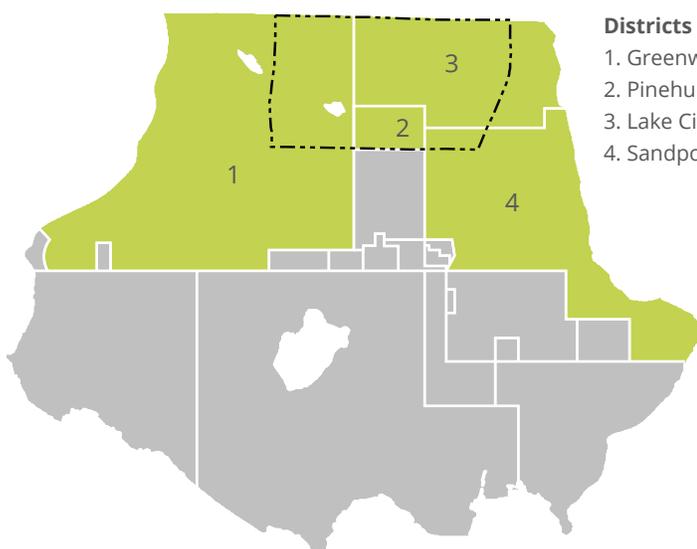
Broadview - Haller Lake Community Plan proposal for community arterial street (1962)



Will Rogers Polo Field adjacent to Jackson Park Golf Course (1927)



Home adjacent to Thornton Creek near 15th Ave NE and NE 132nd St.



Districts in Study Area

1. Greenwood District (1954)
2. Pinehurst District (1953)
3. Lake City District (1954)
4. Sandpoint District (1953)

North Seattle annexation map of districts in Study Area (1954)
Source (map and photos): Source: City of Seattle Municipal Archives

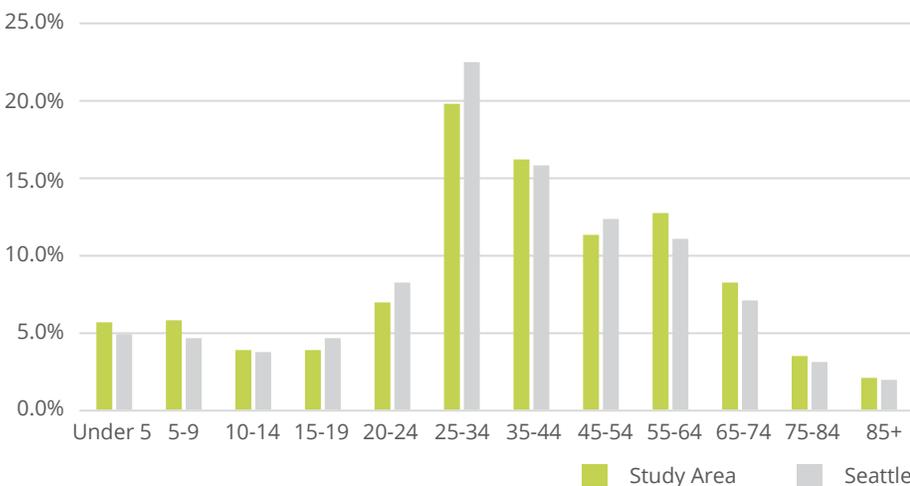
WHO LIVES HERE | Neighborhood Characteristics



Population



Age



American Community Survey 2017, 5-Year Estimates by Census Tract

The Study Area is uniquely defined by its intersection with I-5 and five neighborhoods: Bitter Lake, Haller Lake, Pinehurst, Olympic Hills, and Victory Heights. Further to the east is Lake City.

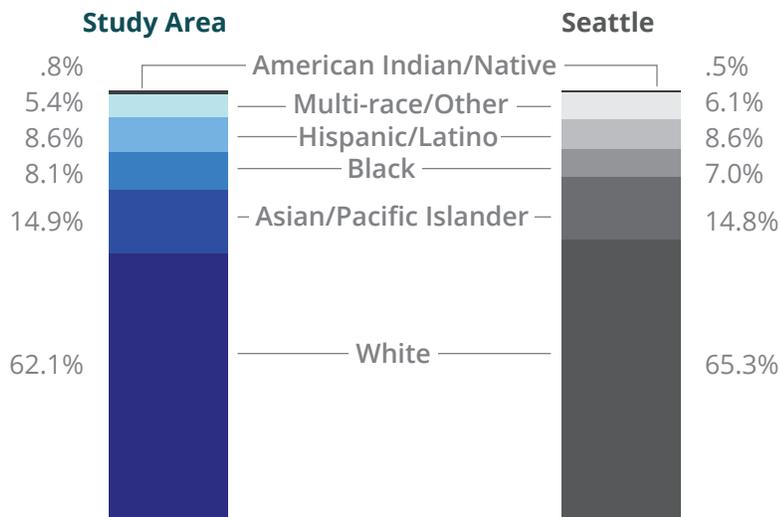
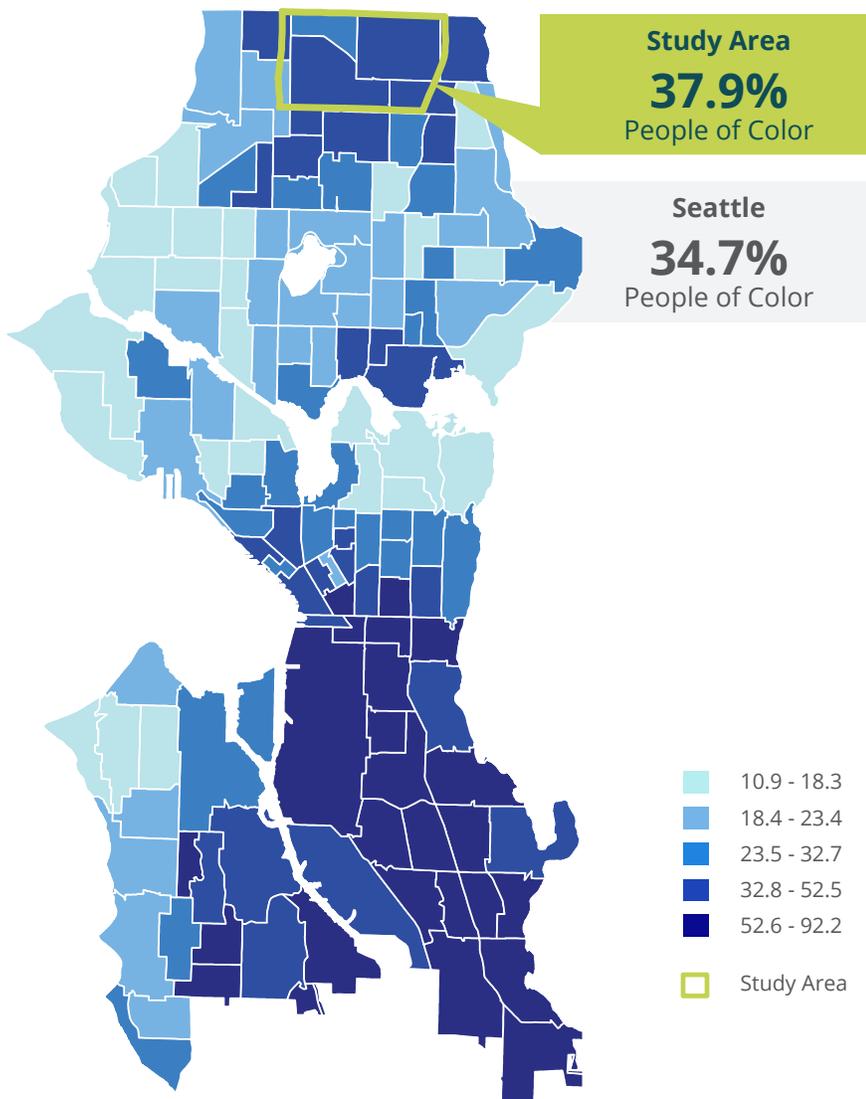
The Study Area has experienced population growth of 5.9% (1,397 people) between 2010 and 2017. Compared to the city as a whole, the age distribution of the Study Area is very similar except for 25-34 year-olds, in which the proportion is slightly lower than the city by 2.7%.

Study Area
17.2%
 Under 18 years
13.8%
 Over 65 years

Seattle
15.3%
 Under 18 years
12.1%
 Over 65 years

WHO LIVES HERE | Neighborhood Characteristics

Percentage of People of Color*



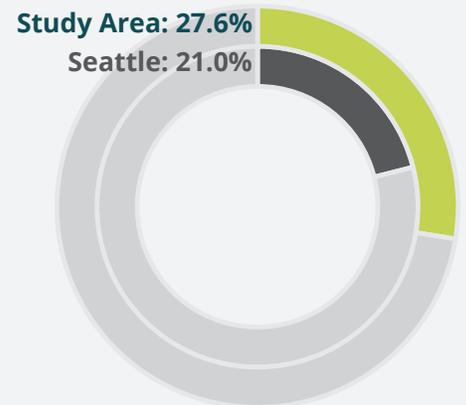
Source: American Community Survey (ACS) 2017, 5-Year Estimates by Census Tract

Educational Attainment*

Study Area	Seattle
92.91%	94.2%
High School or Higher	High School or Higher

50.1%	61.7%
Bachelor's or Higher	Bachelor's or Higher

Language Spoken at Home Other Than English*



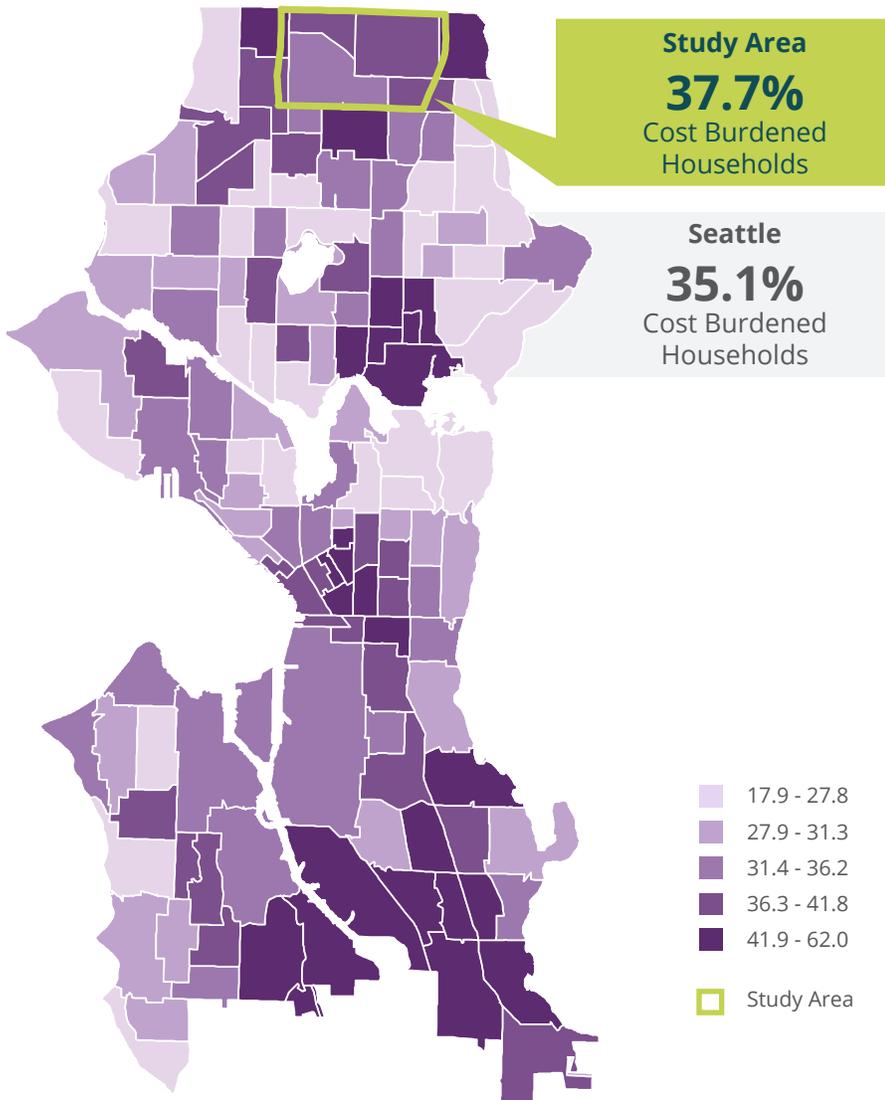
When comparing the proportion of people of color and various racial and ethnic groups, the Study Area is similar to Seattle at 37.9% and 34.7%, respectively.

However, when comparing educational attainment and proportion of people speaking a language other than English at home, we can see notable differences between the Study Area and Seattle at large. In the Study Area, 50.1% of the population have a bachelor's degree or higher, which is 11.6% less than Seattle.

*Note: Due to availability of data and alignment of Census Tracts, information from the ACS are reported for an area that is slightly different than the Study Area.

WHO LIVES HERE | Neighborhood Characteristics

Percentage of Households Who Are Cost Burdened*



The median household income in the Study Area is 16.2% less than Seattle as a whole.

Median Household Income*

Study Area	Seattle
\$63.4K	\$79.6K

Below Poverty Level*

Study Area	Seattle
13.3%	12.5%

Despite its similarities in demographics compared to the city overall, the median household income in the Study Area is 16.2% less than the city at large. In the Study Area, 37.7% of households are cost burdened.

A household is considered cost burdened when 30% or more of its monthly gross income is dedicated to housing (rent or mortgage, plus utility costs).

Renter Households*

Study Area

46.1%
Renters

53.9%
Homeowners



Seattle

53.5%
Renters

46.5%
Homeowners



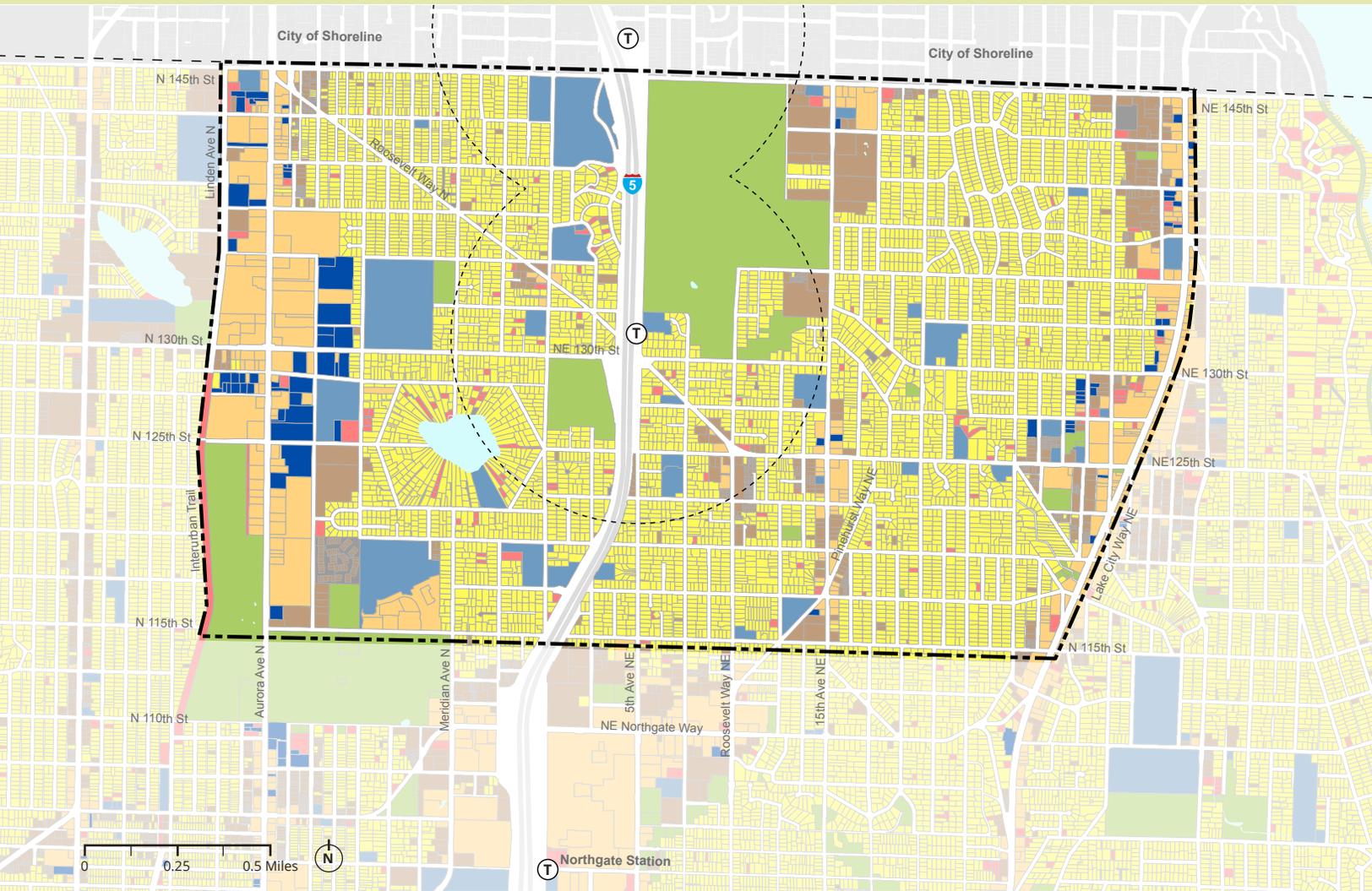
Source: American Community Survey (ACS) 2017, 5-Year Estimates by Census Tract

*Note: Due to availability of data and alignment of Census Tracts, information from the ACS are reported for an area that is slightly different than the Study Area.



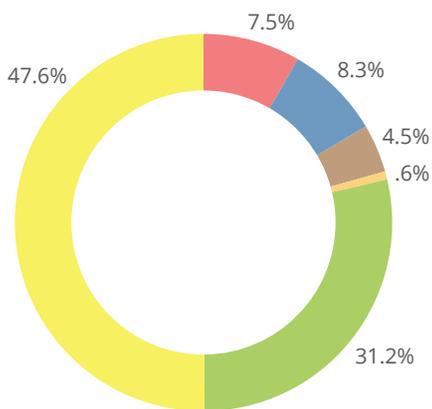
WHAT'S HERE NOW

WHAT'S HERE NOW | Existing Land Use

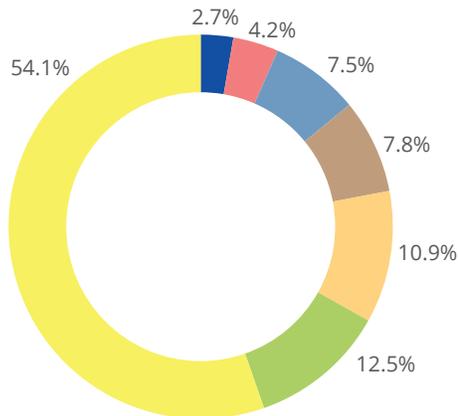


- Single Family
- Institutions & Public Facilities
- Future 130th & 145th Station
- Multifamily
- Parks & Open Space
- Station Area
- Study Area
- Commercial/Mixed-use
- Vacant

Station Area



Study Area



Prominent land uses within the Station Area include single family housing, parks and open space, and institutions and public facilities. Just outside the Station Area along 15th Ave NE and south of N 145th St. is a concentration of multifamily housing and commercial/mixed-uses (housing, retail and offices).

There is also a multifamily housing and commercial and mixed-use node at the intersection of Roosevelt Way N and NE 125th St. Larger concentrations of commercial and mixed-uses are located west of the Station Area along Aurora Ave N and to the east along Lake City Way NE.

Source: King County

WHAT'S HERE NOW | Physical Setting

Building Footprints



The map on the left demonstrates the relationship of built to unbuilt space. Both the Station and Study Areas contain many parks and uses that have large open spaces such as schools and churches. This may contribute to why these areas may feel less dense in addition to low housing density as indicated on page 21.

Many buildings along Roosevelt Way NE are oriented to the north or south instead of to the street. There are a few places with a continuous set of buildings that are set back at a similar distance from the street. These aspects impact the quality of the pedestrian experience.

Building Footprint Coverage

Station Area	•••••	Study Area
13.0%		18.6%
Coverage		Coverage

Street Network and Block Size



The block pattern in the Station and Study Areas is varied. Some places have a typical urban grid. Other places have a more suburban structure defined by cul-de-sacs, flag lots and private access roads.

The disruption of the street grid by I-5, the diagonal Roosevelt Way N and Haller Lake create major connectivity challenges. Blocks near the I-5 Freeway (I-5) and Jackson Park Golf Course are irregular and inconsistent in size. Triangular blocks and unique shaped parcels related to Roosevelt Way and Haller Lake lead to complex street intersections.

Average Residential Lot Size

Station Area	•••••	Study Area
9,471		8,564
Square Feet		Square Feet

WHAT'S HERE NOW | Recent Development



Single family housing development at Meridian Ave N and Roosevelt Way N



Multifamily housing development on 15th Ave NE



Single family housing on 17th Ave NE

According to records from the City of Seattle Department of Construction and Inspections, there have been a total of 33 and 169 building permits completed for new construction between 2010 and 2018 in the Station Area and Study Area respectively. In both areas, the majority of permits are new construction of single family homes and duplexes.

New construction added 32 and 1,162 housing units in the Station and Study Areas respectively. While 68.8% of housing units added in the Station Area were single family housing, multifamily housing units accounted for 57.8% of units that were added in the Study Area.

Recent Development (2010 - 2018)

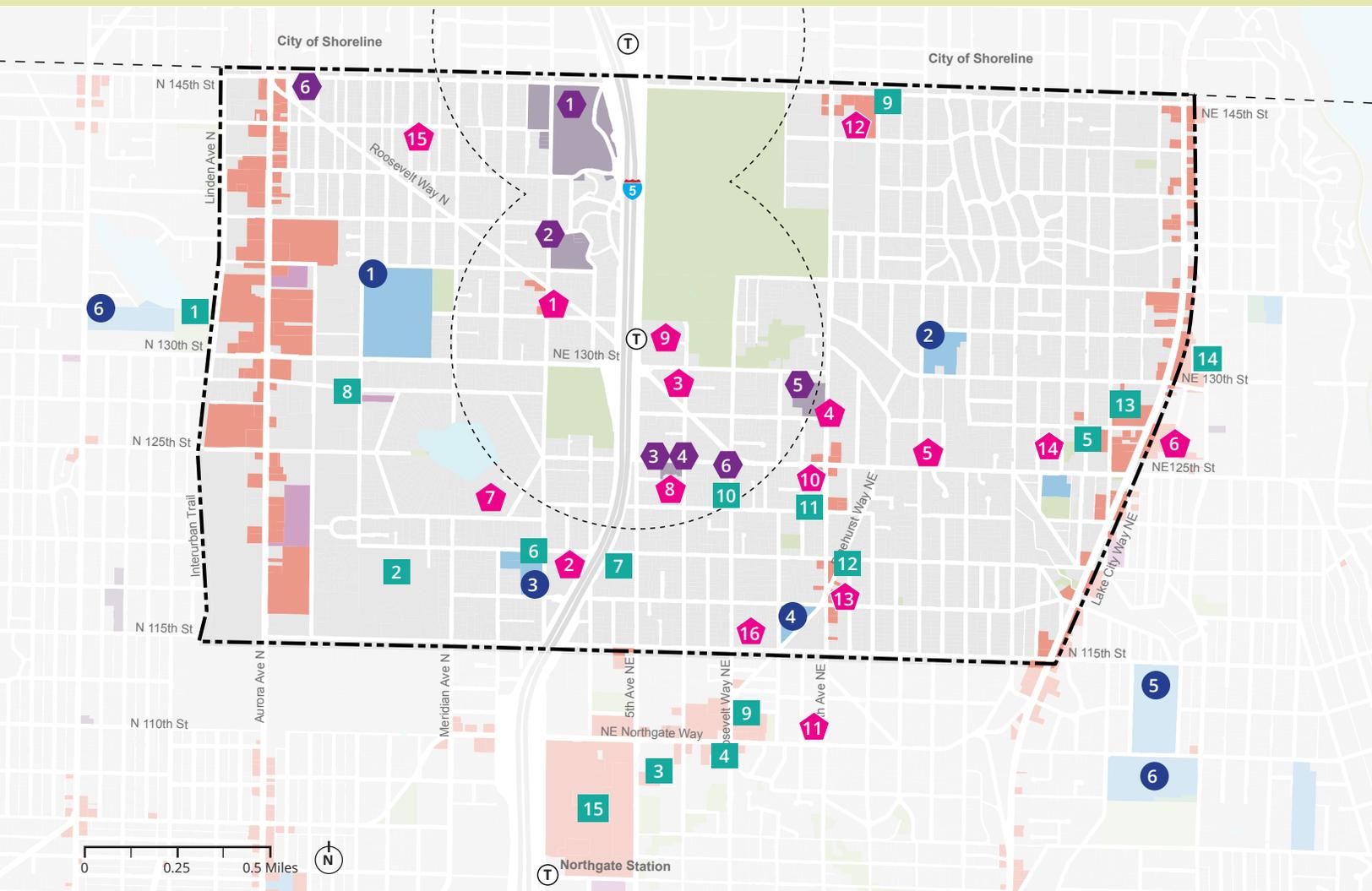
Land Use	Station Area		Study Area	
	Permits	%	Permits	%
Commercial/Mixed use	8	24.2%	18	10.7%
Institutional/Public	1	3.0%	6	3.6%
Multi-Family	4	12.1%	11	6.5%
Single Family/Duplex	20	60.6%	134	79.3%
TOTAL	33	-	169	-

Housing Units Added & Demolished (2010 - 2018)

Land Use	Station Area		Study Area	
	New	Demo	New	Demo
Commercial/Mixed use	0	0	356	1
Multi-Family	10	0	672	9
Single Family	22	5	134	41
TOTAL	32	5	1,162	51

Source: City of Seattle - Department of Construction and Inspections (SDCI)

WHAT'S HERE NOW | Community Destinations



- Retail/Service
- Public Schools
- T Future 130th & 145th Station
- Station Area
- Study Area

Schools

Public

- 1 Ingraham International School
- 2 Olympic Hills Elementary School
- 3 Northgate Elementary School
- 4 Hazel Wolf K-8 School
- 5 Jane Addams Middle School
- 6 Nathan Hale High School
- 7 Broadview Thomson K-8 School

Private

- 1 Lakeside High School
- 2 Lakeside Middle School
- 3 Northend Jewish School
- 4 North Seattle French School
- 5 St. Matthew School
- 6 Washington International School

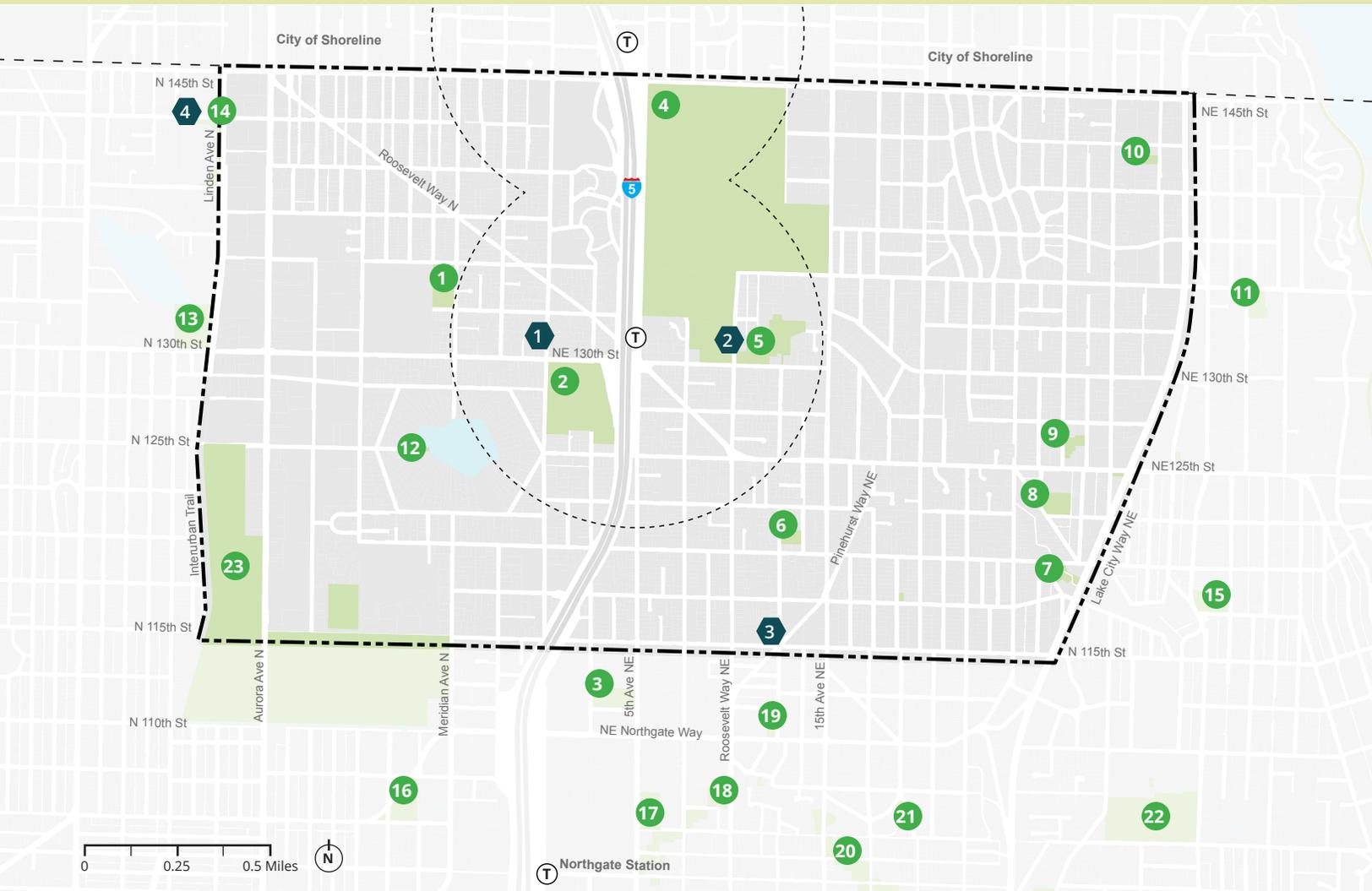
Spiritual Centers

- 1 Haller Lake United Methodist Church
- 2 Peace of Christ Korean Community Church
- 3 Grace Chinese Lutheran Church
- 4 St. Matthews Catholic Church
- 5 Lake City Christian Church
- 6 Seattle Mennonite Church
- 7 North Seattle Church
- 8 International Full Gospel Fellowship (IFGF) Church
- 9 North Seattle Church of Nazarene
- 10 Holy Trinity Eritrean Orthodox Church
- 11 Idris Mosque
- 12 Northgate Gospel Chapel
- 13 Seattle Buddhist Center
- 14 Lamb of God Lutheran Church
- 15 Haller Lake Baptist Church
- 16 Seattle Lamp Presbyterian Church

Other Community Assets

- 1 Bitter Lake Community Center
- 2 Northwest Hospital
- 3 Northgate Library/Community Center
- 4 Kindred Hospital
- 5 Lake City Library/Community Center
- 6 Northgate Boys & Girls Club
- 7 Latvian Community Center
- 8 Granite Curling Club
- 9 QFC (2)
- 10 Pakistani Indian Grocery
- 11 African Middle East Grocery
- 12 Safeway
- 13 Grocery Outlet (2)
- 14 Fred Meyer
- 15 Northgate Mall

WHAT'S HERE NOW | Parks, Recreation & Open Spaces



T Future 130th & 145th Station
 - - - - Station Area - - - - Study Area

Parks & Open Spaces

- 1 Helene Madison Pool
- 2 Northacres Park
- 3 Hubbard Homestead Park
- 4 Jackson Park Golf Course & Trail
- 5 Licorice Fern Natural Area
- 6 Pinehurst Playground
- 7 Homewood Natural Area
- 8 Virgil Flaim Park
- 9 Albert Davis Park
- 10 Little Brook Park
- 11 Cedar Park
- 12 Haller Lake Street End Park
- 13 Bitter Lake Playfield
- 14 Bitter Lake Reservoir Park
- 15 Little Brook Creek Natural Area
- 16 Mineral Springs Park
- 17 Northgate Park
- 18 Beaver Pond Natural Area
- 19 Victory Creek Park
- 20 Kingfisher Natural Area
- 21 Victory Heights Playground
- 22 Meadowbrook Playfield
- 23 Evergreen Washelli Cemetery

P-Patches

- 1 Haller Lake P-Patch
- 2 Jackson Park P-Patch
- 3 Pinehurst P-Patch
- 4 Bitter Lake P-Patch



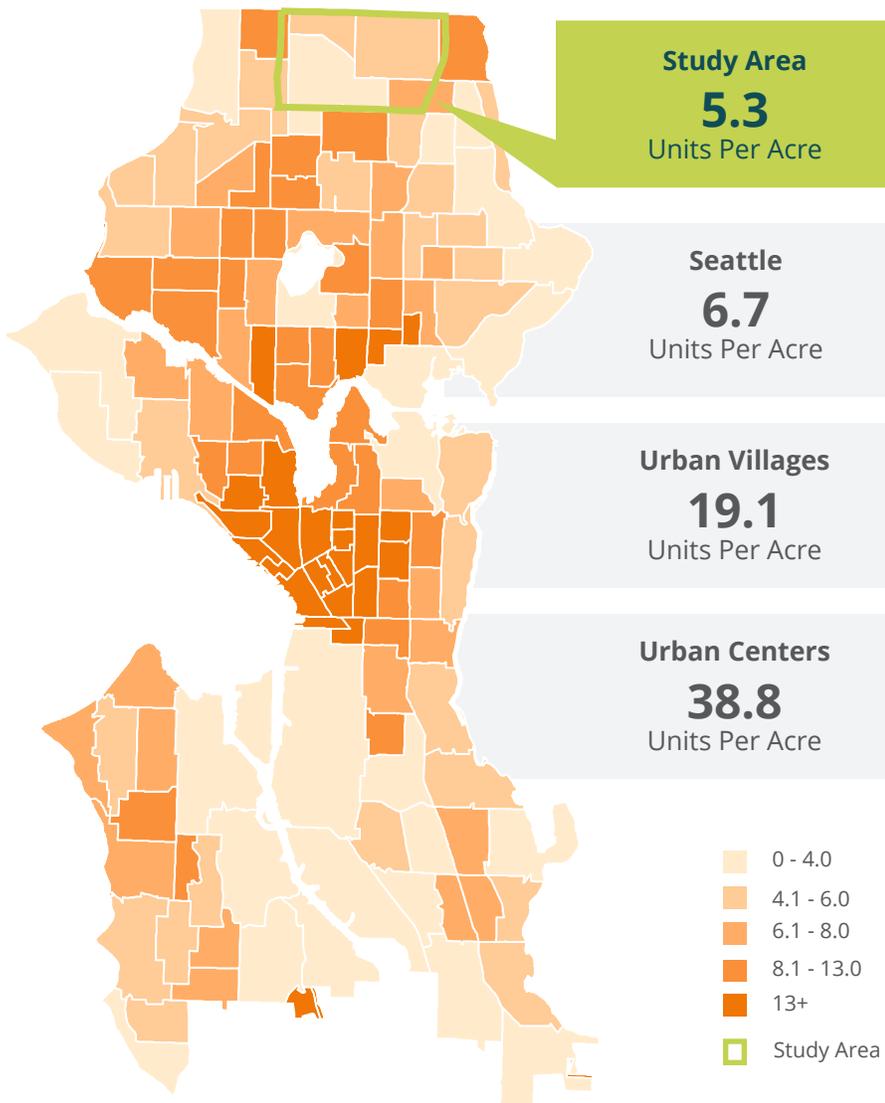
Walking trail at Northacres Park



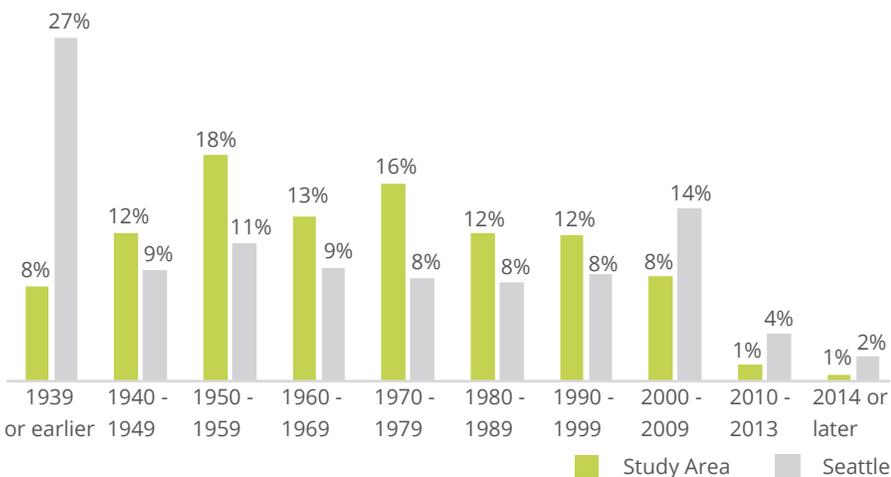
Haller Lake Street End Park

WHAT'S HERE NOW | Housing Choices

Housing Density (Units/Acre)*



Housing Units by Year Built*



Source: American Community Survey (ACS) 2017, 5-Year Estimates by Census Tract

As indicated on the land use map on page 16, 55.1% of the land use in the Study Area is single family with a large average lot size of 8,231 square feet. Due to the prevalence of single family and parks and open space land use, the study area has a lower housing density compared to Seattle at 5.3 units per acre. In the Station Area, the housing density is even lower at 3.3 units per acre.

Housing density is an important neighborhood characteristic to understand in the context of station area planning. Having more residents at higher densities increases efficiency of transit in an area, especially in areas with lower access to opportunity. In the Station and Study Areas, housing density is much lower compared to the neighboring urban villages. The Bitter Lake Urban Village has a housing density of 9.4 units per acre, while Lake City has 19.4 units per acre.

A large portion of the housing in the Study Area was built after 1960. Prior to annexation in 1954 and the Northgate Mall development in 1950, the Study Area was a less dense mix of housing, commercial and remnant farms.

Housing Density Comparison to Urban Villages

Area/ Urban Village	Housing Units	Net Acres	Units/ Net Acre
Station Area	2,084	626	3.3
Study Area	12,734	2,414	5.3
Bitter Lake (HUV)	3,434	364	9.4
Lake City (HUV)	2,767	142	19.4
Northgate (UC)	4,513	411	11.0
Roosevelt (RUV)	2,219	158	14.0
Aurora-Licton Springs (HUV)	3,527	327	10.8

Source: OPCD Urban Center / Village Housing Unit Growth Report (2018)

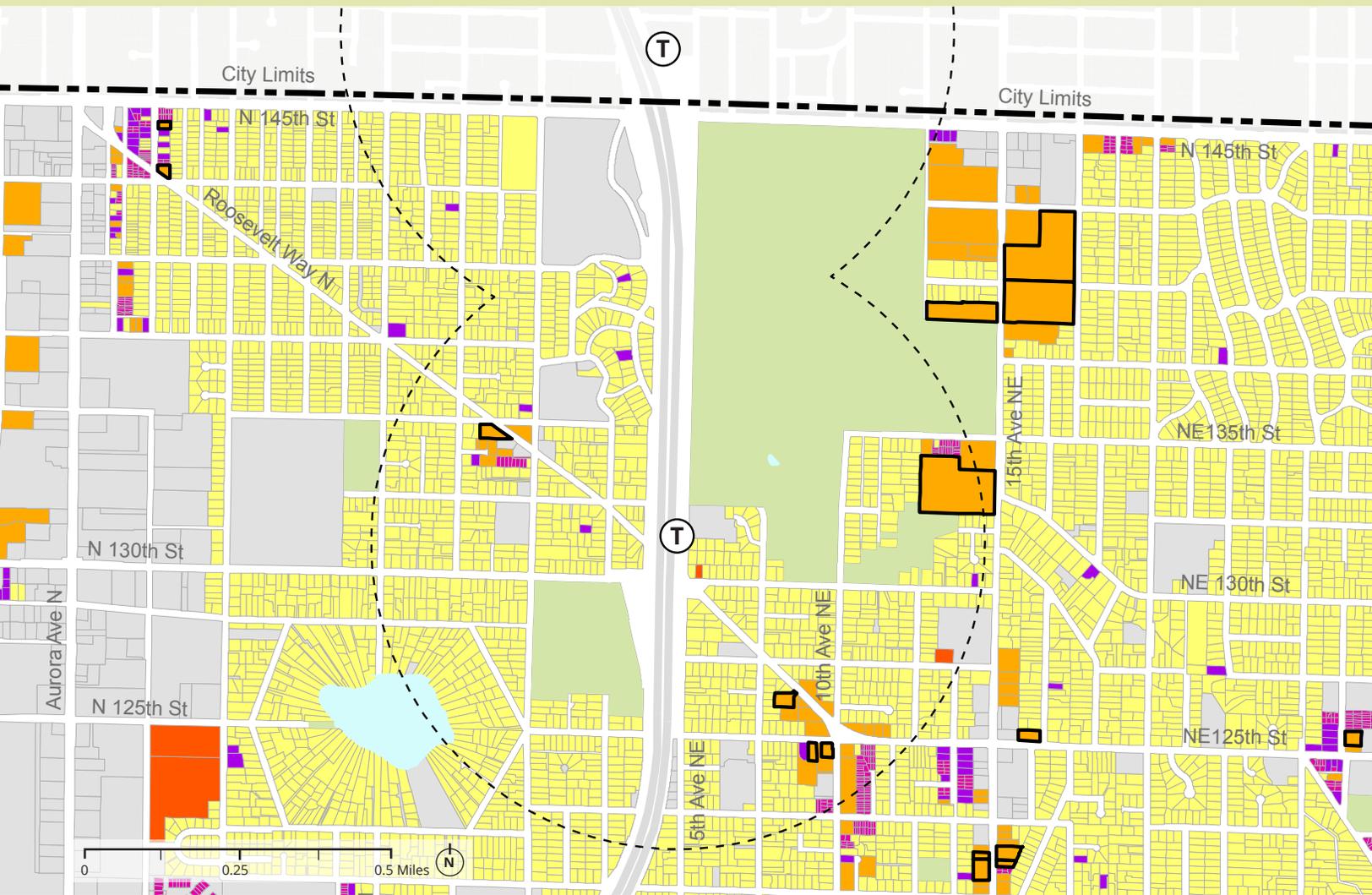
HUV - Hub Urban Village

UC - Urban Center

RUV - Residential Urban Village

*Note: Due to availability of data and alignment of Census Tracts, information from the ACS are reported for an area that is slightly different than the Study Area.

WHAT'S HERE NOW | Housing Choices



- Other Housing
- Single Family Detached
- Multi-Family <4 Units
- Multifamily Townhouse
- Multi-Family Apartments
- Multifamily Duplex
- Condominiums
- Other Land Uses
- Future 130th & 145th Station
- Station Area
- Study Area

Housing Type	Station Area		Study Area	
	% Total	% Registered Rental Units	% Total	% Registered Rental Units
 Single Family	62.1%	31.9%	43.8%	12.7%
Missing Middle				
 Multi-Family Townhouse	3.8%	2.2%	3.8%	1.5%
 Multi-Family Duplex	0.8%	1.3%	1.0%	0.9%
 Multi-Family <4 Units	0.2%	0.6%	0.8%	1.2%
 Multi-Family Apartments	21.7%	58.6%	42.3%	81.9%
 Condominiums	11.2%	3.9%	6.8%	1.6%
 Other Housing	0.3%	1.5%	1.6%	.1%

Source: King County, City of Seattle Rental Registration and Inspections Ordinance (RRIO)

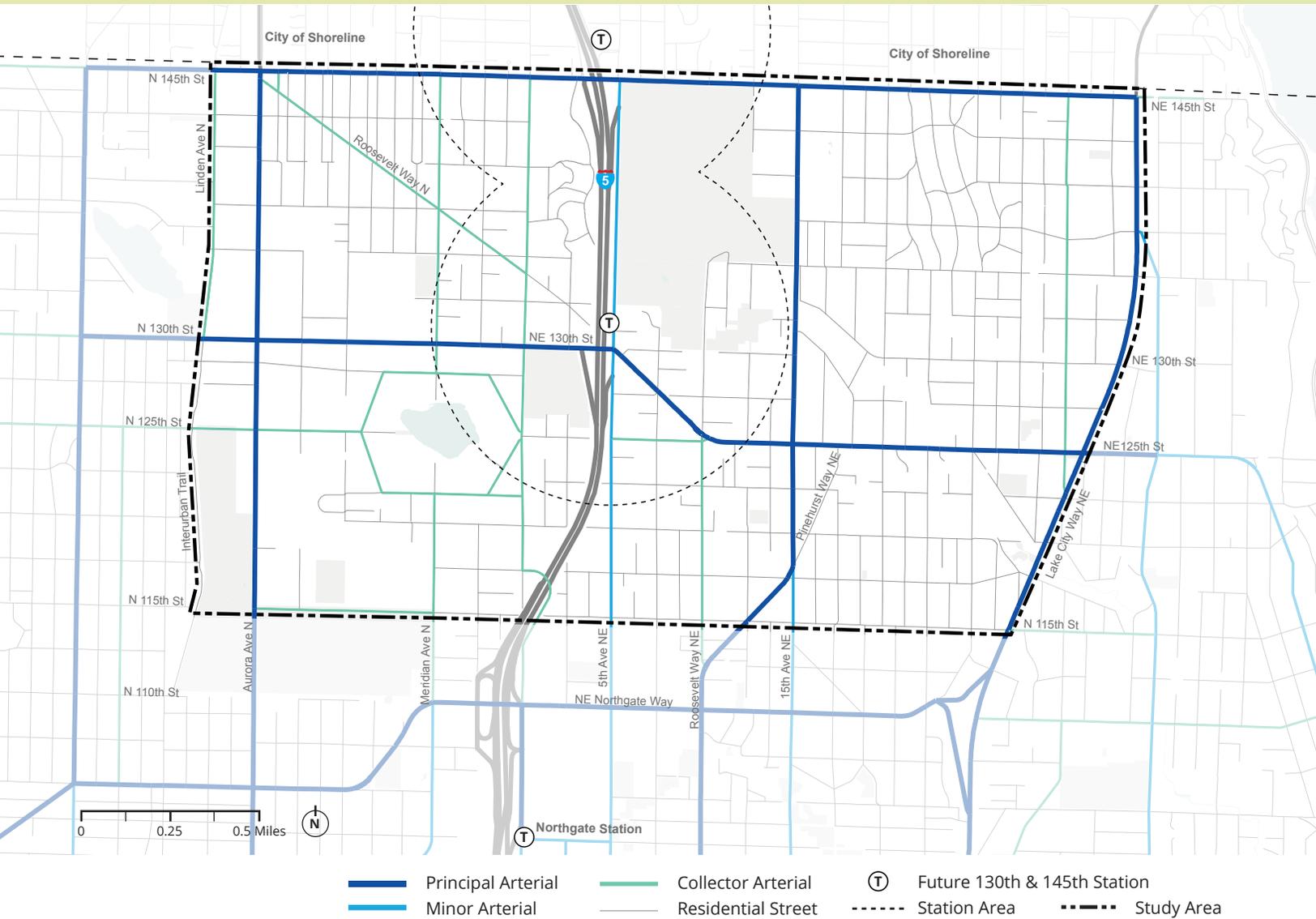
Housing within the Station Area largely falls into two categories. At 62.1% of the housing stock, single family detached homes are the most common, while 21.7% are multifamily apartment units. Only 4.8% of the housing stock is considered “missing middle” housing.

Missing middle housing is a range of multi-unit or clustered housing types compatible in scale with single family homes that provide diverse housing options including townhouses, duplexes, and fourplexes. These housing types support walkable communities, locally-serving retail, public transportation options, and provide housing for a range of incomes and households.



MOVING AROUND

MOVING AROUND | Existing Street Network



Travel Mode to Work*

Mode	Study Area	Seattle
Drive	59.5%	48.8%
Carpool	9.8%	7.6%
Public Transportation	19.9%	21.4%
Walk	2.5%	10.2%
Work at Home	3.0%	4.9%
Other	5.3%	7.0%

Within the Study Area there are key north/south arterial corridors including Aurora Ave N, 5th Ave NE, 15th Ave NE, and Lake City Way NE. I-5 divides the east and west halves of the study area. East/West arterials are limited to 145th Ave and 130th, making east to west connections challenging.

People in the Study Area have a higher average commute time to work compared to Seattle as a whole. People who live in the Study Area predominantly drive to work (approximately 60%), while approximately 20% of people who live here take transit to get to work. Walking is not a predominant mode of travel to work.

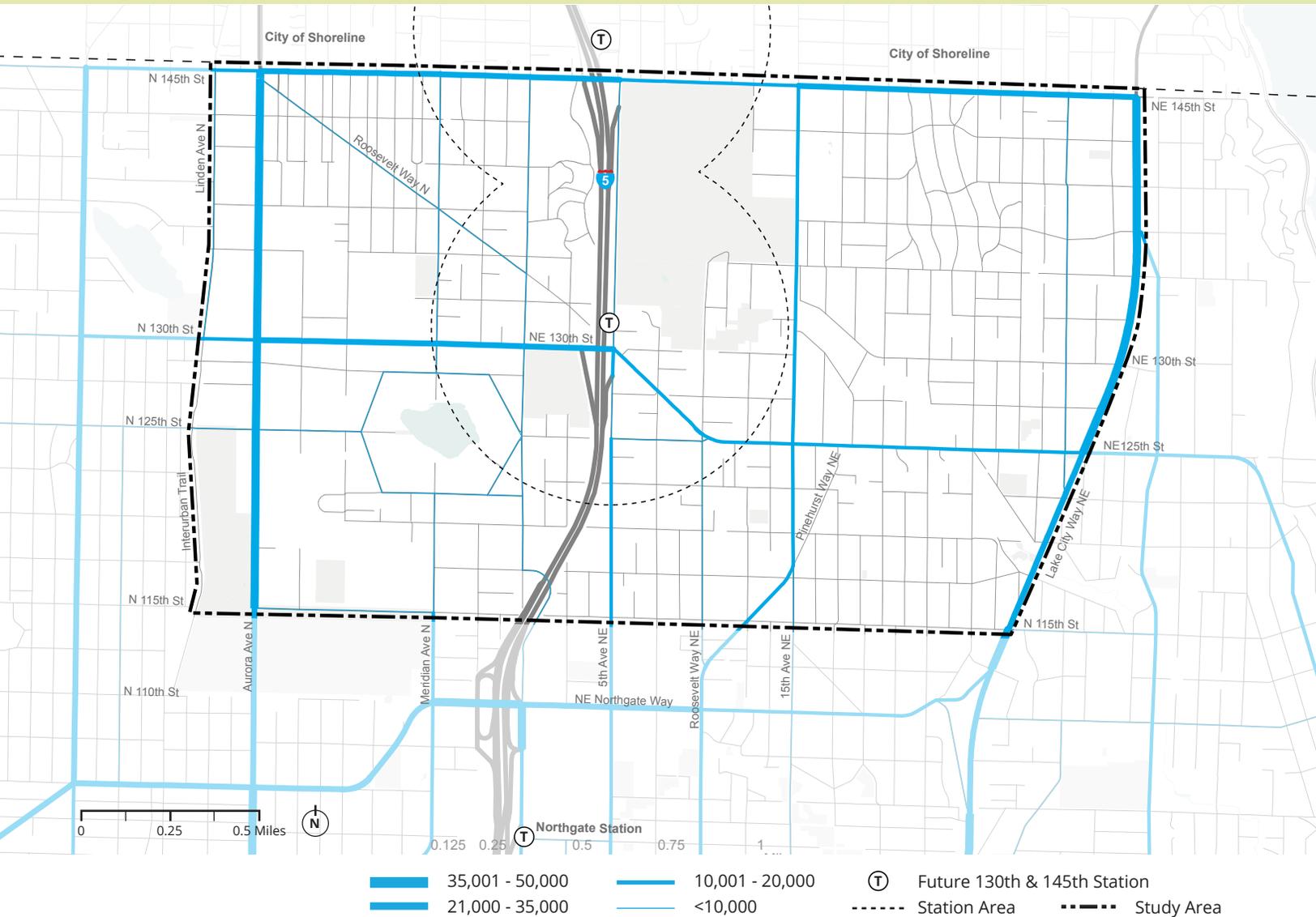
Average Commute Time*

Study Area : **Seattle**
29.7 : 27.5
 Minutes : Minutes

Source: American Community Survey (ACS) 2017, 5-Year Estimates by Census Tract

*Note: Due to availability of data and alignment of Census Tracts, information from the ACS are reported for an area that is slightly different than the Study Area.

MOVING AROUND | Traffic Flow

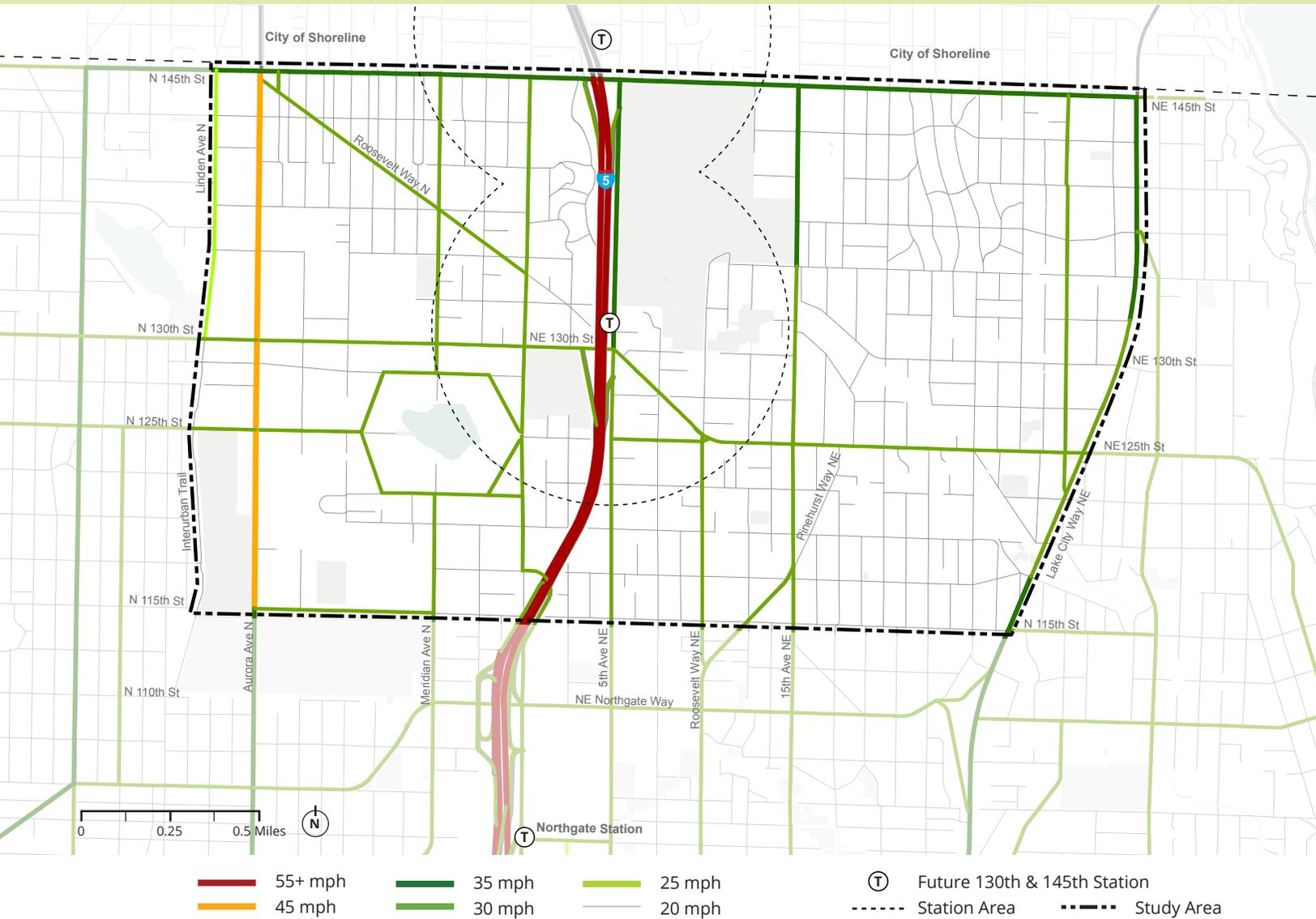


Another way to understand street types in the Study Area is through the average daily traffic (ADT). ADT is the average 24-hour traffic volume at a given location for some period less than a year. ADT can be a helpful tool to understand how busy a road is.

In the Study Area, Aurora Ave N and Lake City Way NE have the heaviest traffic volume at 35,00-50,000 and 21,000-35,000 cars per day, respectively.

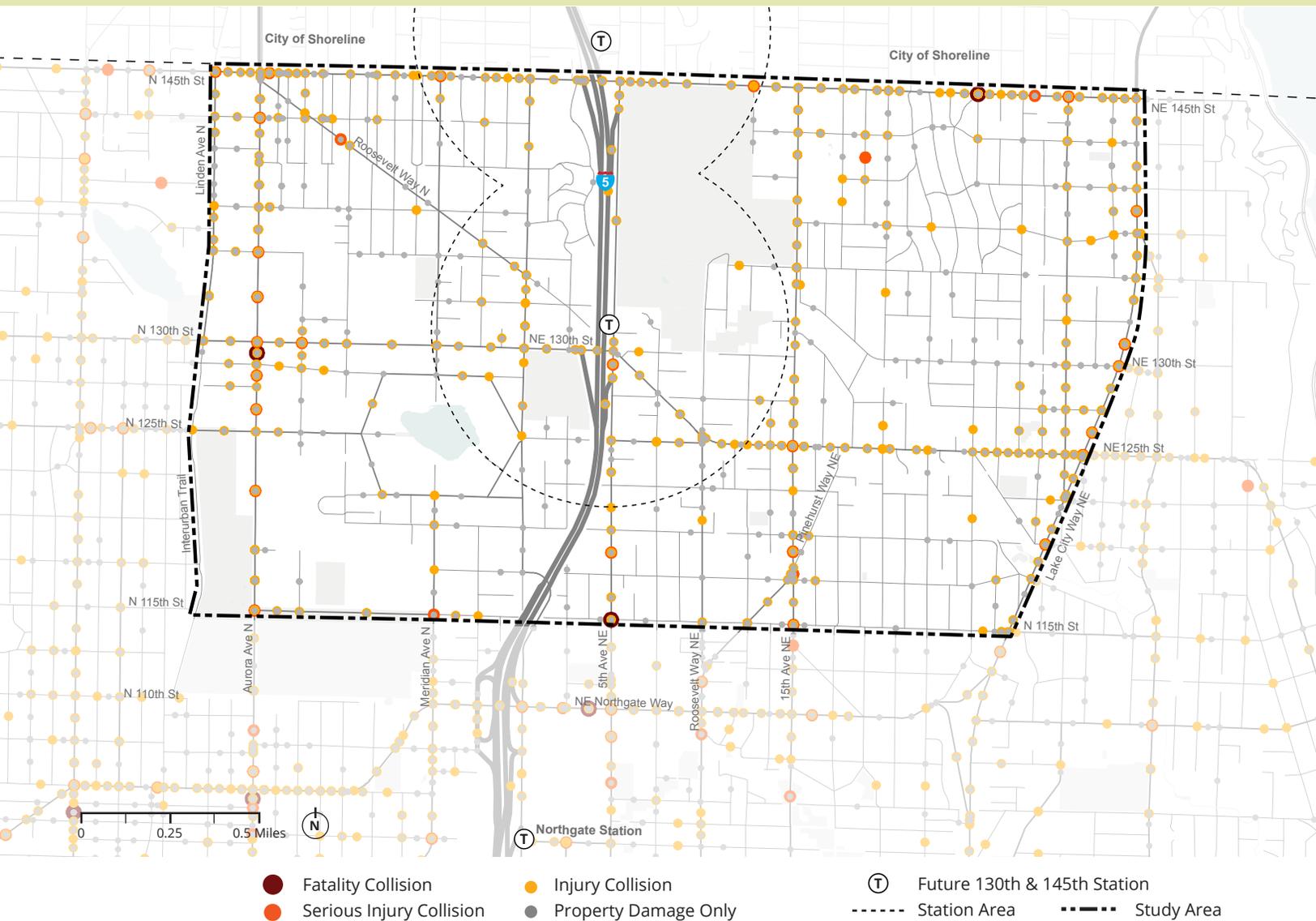
In addition to north-south connections, east-west connections in the Study Area are provided predominantly by 145th St. and NE 125 St., which turns into Roosevelt Way NE and connects to NE 130th St. 145th St. is used most frequently at 21,000-35,000 cars per day.

MOVING AROUND | Speed Limits



In 2016, the Seattle Department of Transportation (SDOT) evaluated and lowered citywide speed limits as part of the [Vision Zero](#) efforts to end traffic deaths and serious injuries. In Seattle, residential (non-arterial) streets were lowered from 25 MPH to 20 MPH and speed limits on arterial streets (more major streets, with a dividing yellow line) were also lowered, unless noted otherwise.

MOVING AROUND | Collisions (2014 - 2018)

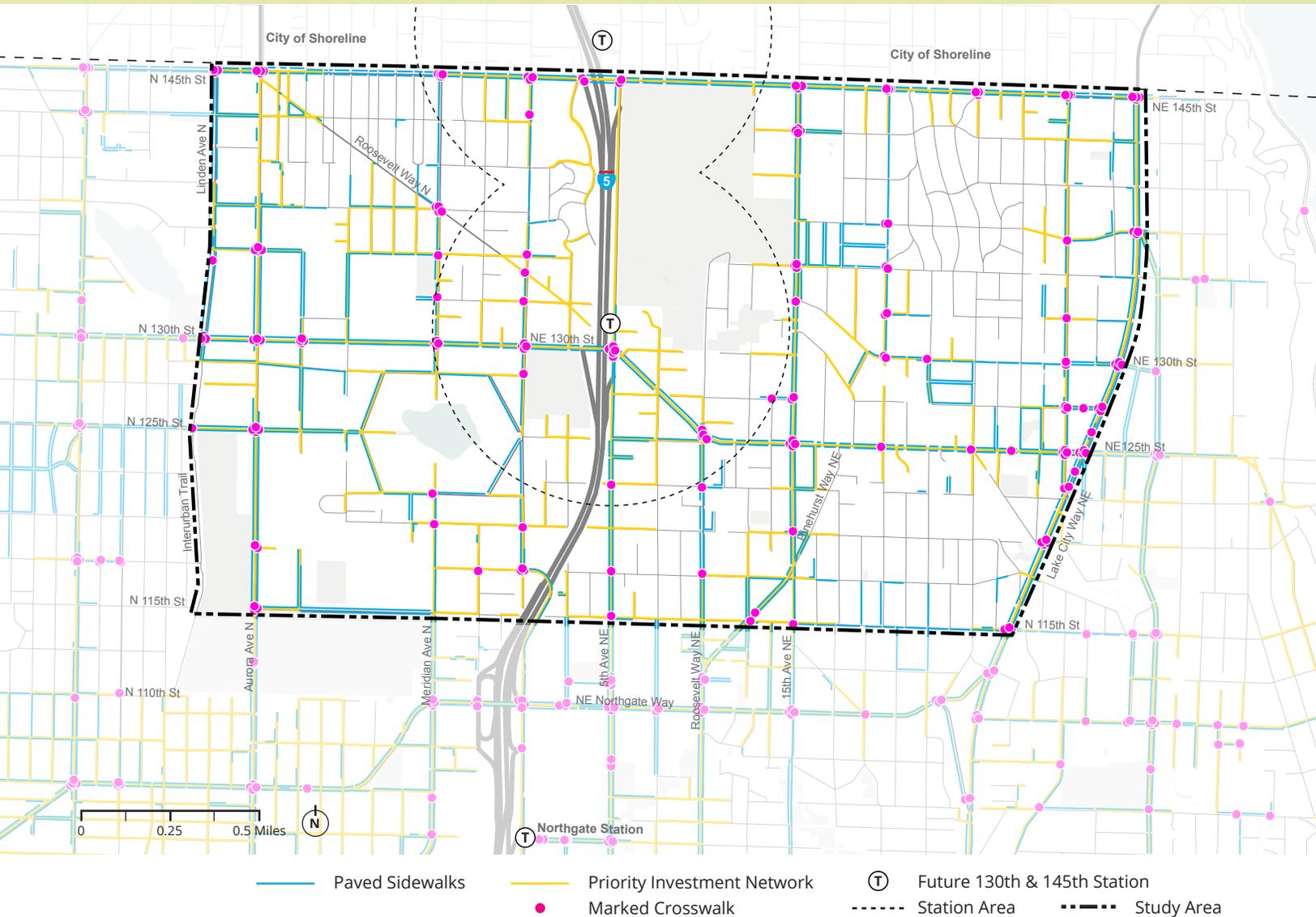


Collision Type	Station Area		Study Area	
	# of Collisions	% of Collisions	# of Collisions	% of Collisions
Fatality	0	0.0%	3	.1%
Serious Injury	3	0.6%	28	1.2%
Injury	162	33.3%	873	37.1%
Property Damage	321	66.0%	1455	61.7%
TOTAL	486	-	2359	-

Source: SDOT (Cumulative data between 2014-2018)

The map above indicates where there have been reported collisions between 2014 and 2018. In previous community engagement efforts, community members have raised concerns over pedestrian and traffic safety (see the 'What We Have Heard So Far' section on page 45 for additional information).

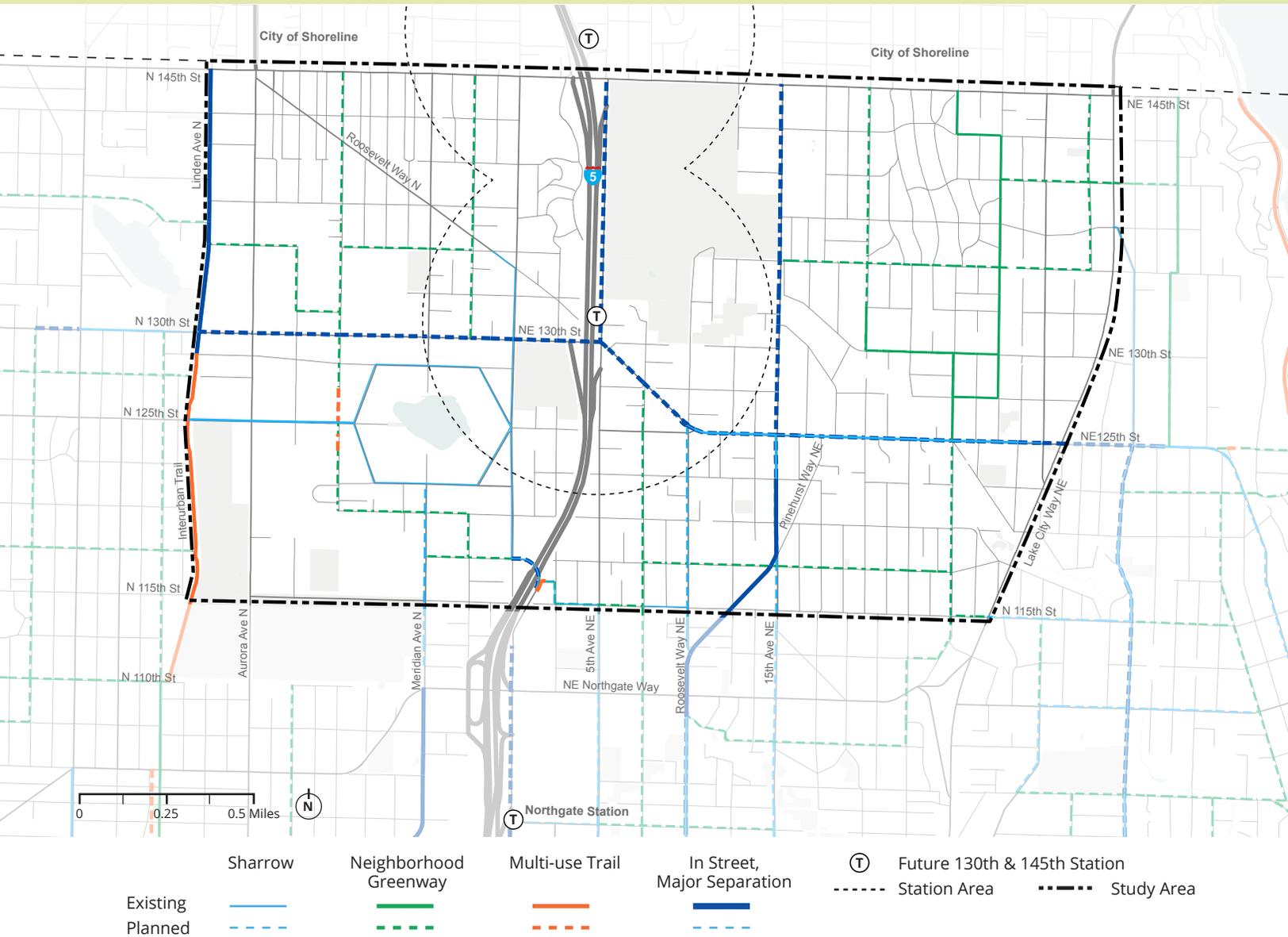
MOVING AROUND | Existing & Planned Pedestrian Infrastructure



Much of the residential area north of 85th St. that was annexed in 1954 did not have sidewalks. Sidewalks are a significant component of an effective pedestrian network. With light rail stations coming into the Study Area where sidewalks are limited, developing strategies to make it safe and comfortable for walking will be important to provide pedestrian access to the station.

As part of the Pedestrian Masterplan, SDOT has developed a **Priority Investment Network (PIN)**. The PIN is composed of streets that serve as key pedestrian routes to kindergarten through 12th grade (K-12) public schools and frequent transit stops. The map above indicates street segments within the Study Area that are part of the PIN and have been identified for pedestrian infrastructure improvements.

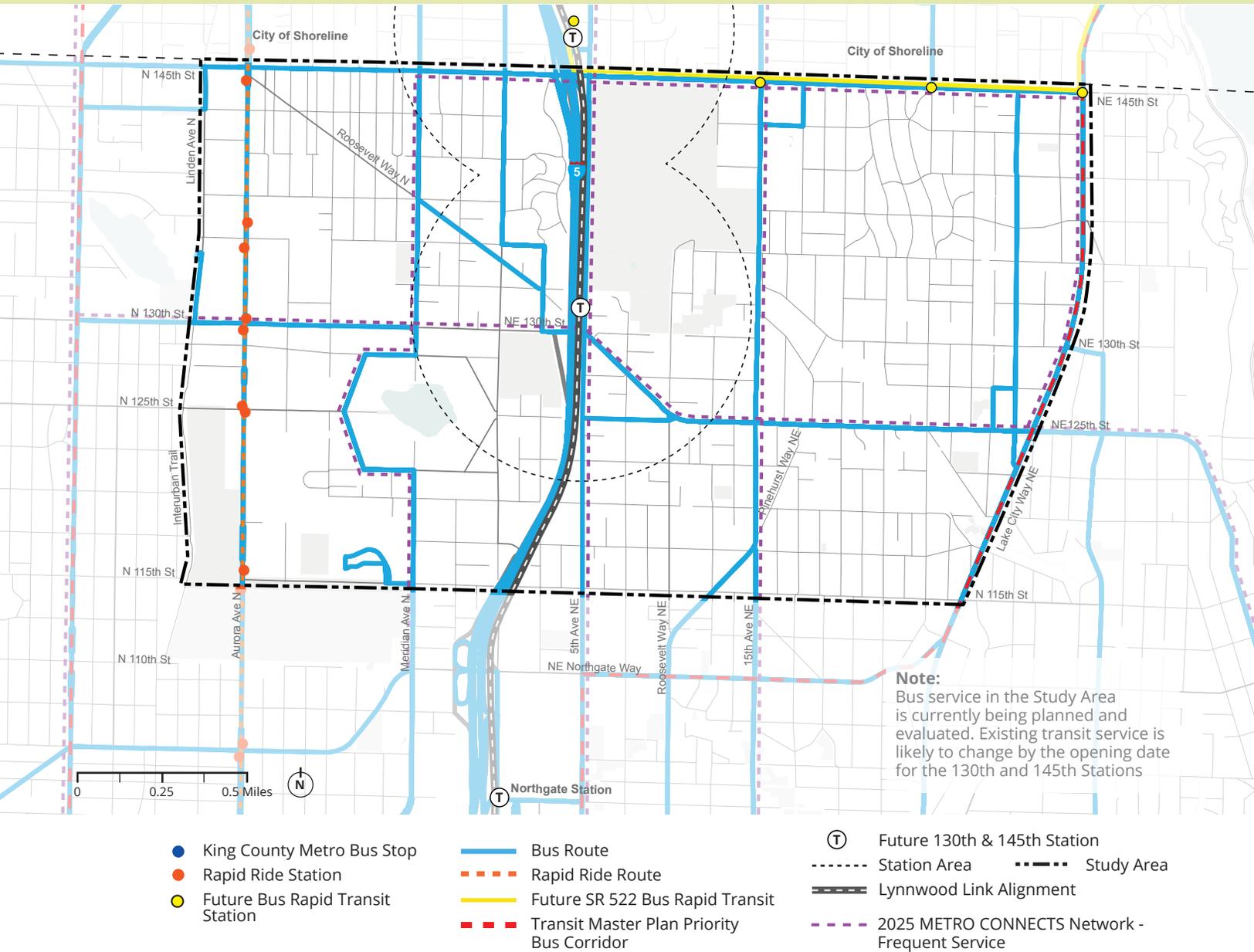
MOVING AROUND | Existing & Planned Bicycle Infrastructure



Cyclists crossing Roosevelt Way N on Meridian Ave N.

Bicycle connections to light rail stations are an important component of station area planning. Currently, both the Station and Study Areas have limited bicycle facilities.

MOVING AROUND | Existing & Planned Transit Service

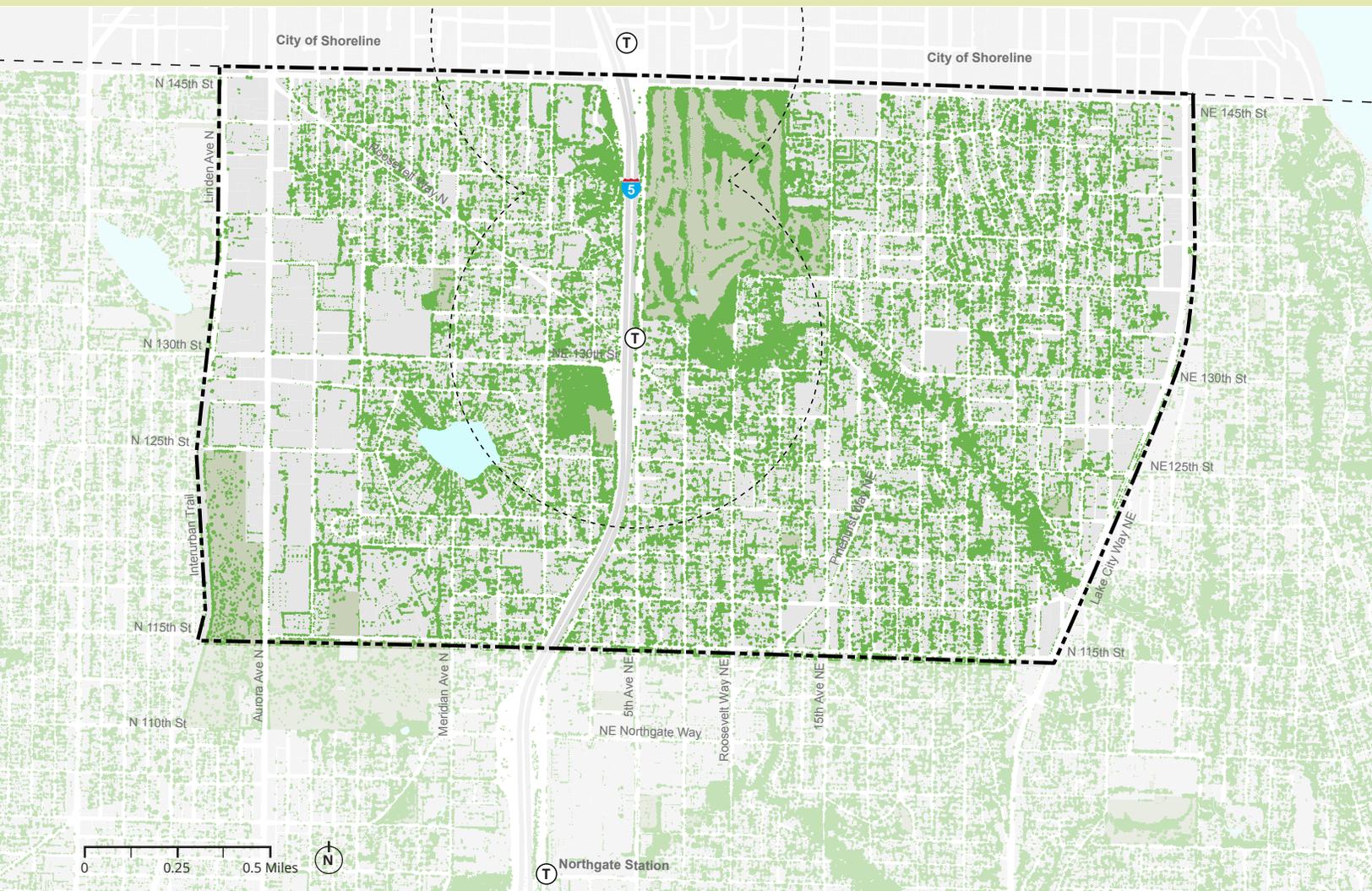


The Study Area currently has many bus routes that provide transit service and north-south connections. However, previous community engagement efforts have identified east-west transit connections as a critical component of the transit system that can be improved. Convenient East-west transit connections to the future light rail stations will be important to provide access to the stations for transit dependent populations.

A decorative graphic consisting of a light purple circle on the left, a dark blue circle overlapping its right side, and a dark teal rounded rectangle on the right containing a white grid pattern. The text "NATURAL ENVIRONMENT" is centered in white on the dark blue circle.

NATURAL ENVIRONMENT

NATURAL ENVIRONMENT | Tree Canopy Coverage



- Tree Canopy
- Parks/Open Space
- Future 130th & 145th Station
- Station Area
- Study Area

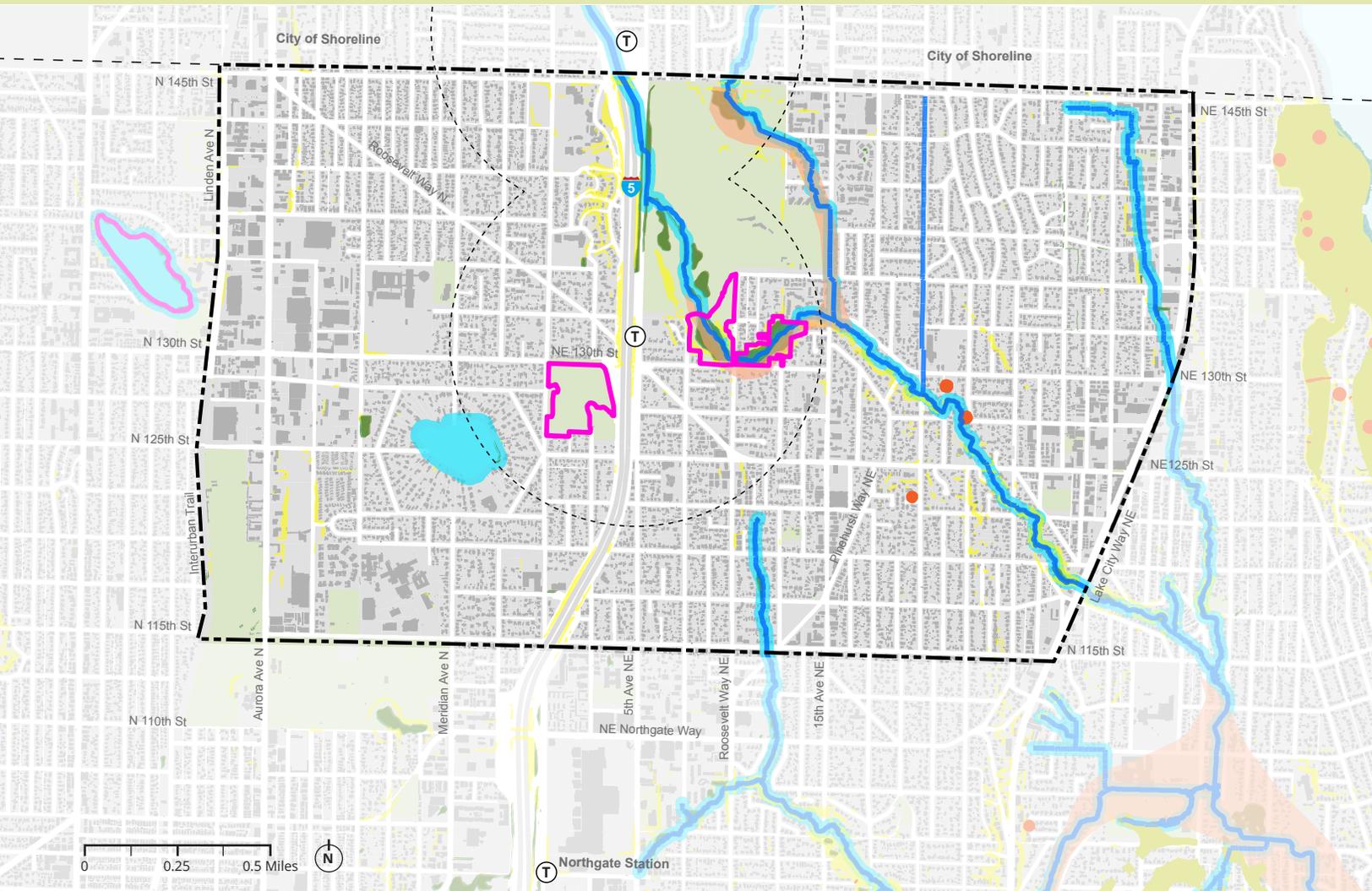
Tree Canopy Coverage



Canopy coverage refers to the percentage of an area that is covered by trees, as seen in an aerial view. Canopy coverage is an important management tool for the City to understand the extent and distribution of trees in Seattle. Seattle’s goal is to reach 30% canopy cover by 2037. The City of Seattle’s most recent canopy cover study, using data from 2016, found that 28% of Seattle is covered with trees. The highest tree canopy occurs in residential, park and natural areas, as well as the right-of-way.

In the Station Area, the prevalence of natural areas contribute to the large amount of canopy coverage at 37.8%.

NATURAL ENVIRONMENT | Ecology & Hazards



- Stream
- Wildlife Habitat
- Wetlands
- Riparian Corridor
- Steep Slope ($\geq 40\%$)
- Known Slide Areas
- Potential Liquefaction
- T Future 130th & 145th Station
- Station Area
- Study Area

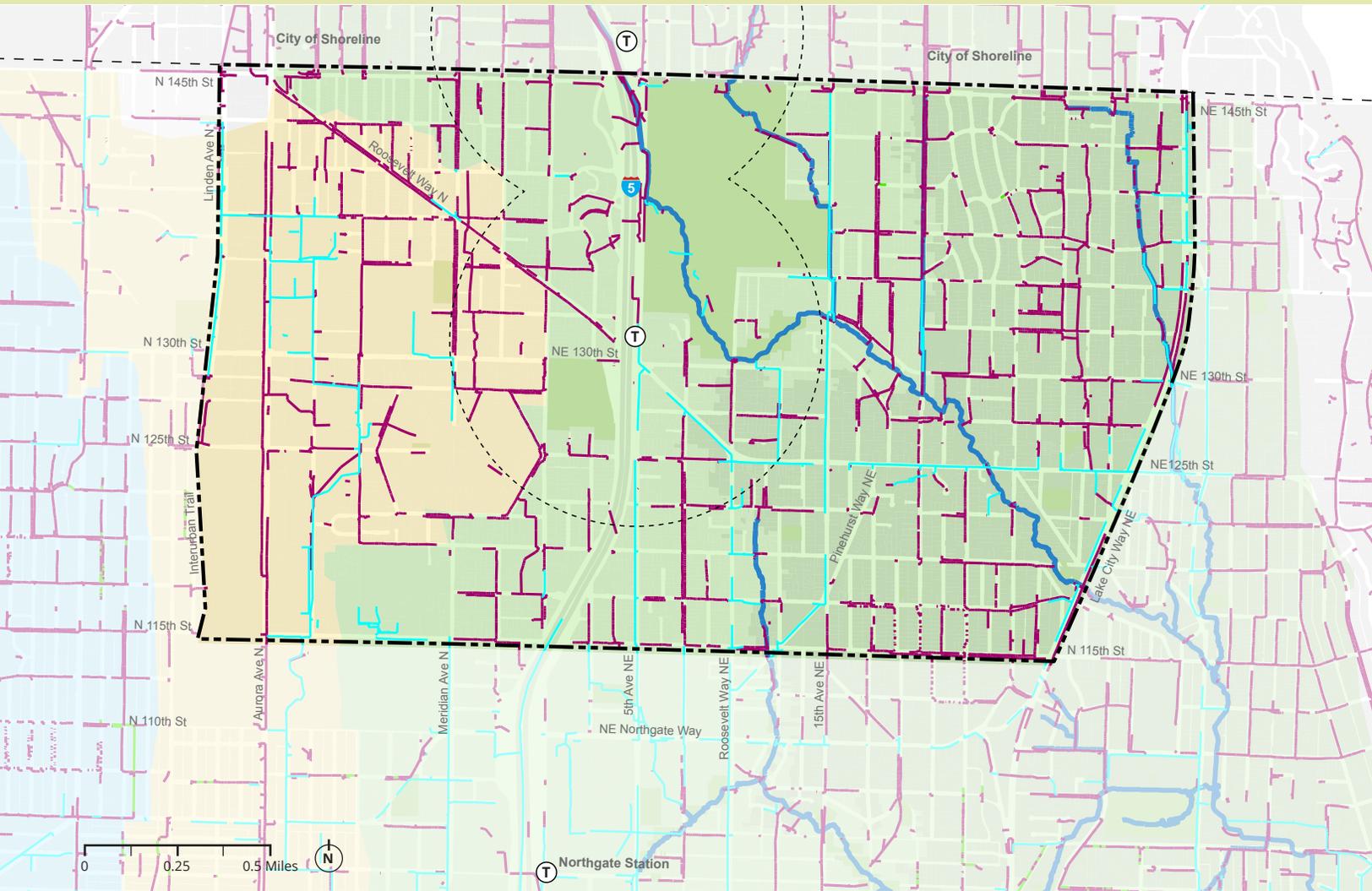


Thornton Creek as a landscape feature at Bridgehaven Condominiums.

The Study Area contains numerous natural assets that are critical to the health and well-being of the natural environment and for livable communities. Among these assets are Thornton Creek, the wildlife habitats at Northacres Park, and the Licton Springs and Thornton Creek Watersheds.

There are also environmental hazards within the Study Area such as steep slopes along I-5 and areas with potential liquefaction along Thornton Creek.

NATURAL ENVIRONMENT | Drainage



— Ditches and Culverts
— Drainage Mainline

■ Thornton Creek Watershed
■ Licton Springs Watershed
— Stream

T Future 130th & 145th Station
 Station Area Study Area



Example of a ditch in the Station Area



Example of ponding issues in the Station Area

In 1954, the City of Seattle annexed the area north of N 85th St., including the communities within the Study Area. Because these areas were not originally part of the City, they were developed largely without a comprehensive system of sidewalks and formal drainage system. As result, many roads within the Study Area are prone to ponding. Lack of infrastructure could discourage or prevent development in some areas due to the cost associated with bringing infrastructure up to current standards.



ECONOMIC CHARACTERISTICS & TRENDS

ECONOMIC CHARACTERISTICS & TRENDS | Employment & Businesses

Covered Employment* - Study Area (2017)

Employment Sector**	# of Workers	% of Workers
Services	5,935	59.3%
Retail	1,508	15.1%
Government (Public)	443	4.4%
Education (Public)	367	3.7%
Finance, Insurance and Real Estate	228	2.3%
Wholesale Trade, Transportation, and Utilities	176	1.8%
Construction and Resources	131	1.3%
Manufacturing	0	0.0%
TOTAL	10,001	-

Source: Puget Sound Regional Council Covered Employment Estimates (2017)

* Covered jobs are those covered by the Washington state Unemployment Insurance Act and typically comprise about 85 to 90 percent of the total employment in an area

**Employment is summarized by combined categories using the North American Industry Classification Systems (NAICS)

Light rail investments in the 130th and 145th Station Areas will provide better access for employees who currently work in the Study Area. Light rail also has the potential of promoting development in the station area, resulting in more job opportunities.

In the Study Area, the majority of workers are in the service employment sector at 59.3%. Jobs in the service sector may include: health care and social assistance; arts, entertainment and recreation; and accommodation and food services. Additionally, 54.5% of licensed businesses in the Study Area are in the service employment sector.

Active Business Licenses - Study Area (2017)

Employment Sector	# of Licenses	% of Licenses
Services	914	54.5%
Retail	187	11.2%
Finance, Insurance and Real Estate	81	4.8%
Wholesale Trade, Transportation, and Utilities	331	19.7%
Construction and Resources	116	6.9%
Manufacturing	47	2.8%
TOTAL	1676	-

Source: City of Seattle Licensing Information System

Note: Seattle Licensing Information System does not include public sector employment



Office development on 15th Ave NE

ECONOMIC CHARACTERISTICS & TRENDS | Market Trends

The annual ULI Emerging Trends in Real Estate (2018) as well as OPCD’s reports on growth and housing affordability, provide insight about overall development trends that influence the station areas:

- **Population and housing.** Seattle continues to be one of the fastest growing regions in the country. The highest rate of housing growth occurred in Seattle’s designated urban villages.
- **Lifestyle.** Young singles, couples without children and downsizing Baby Boomers are most likely to choose to live near transit and be interested in a walkable environment, mixed-use neighborhood and shorter commutes.
- **Affordability.** A national housing affordability crisis continues, especially in high growth markets like Seattle. Average rents in unsubsidized rentals are too high to be affordable to many renters.
- **Special Housing.** Nationally, student and senior housing are seen as growing real estate investment opportunities.
- **Construction Costs.** High construction costs make it increasingly difficult to provide housing at a price that many buyers can afford.
- **Timing.** New transit is unlikely to have a significant impact on the apartment market until the transit line is two to three years from opening.
- **Office development.** Office uses like to cluster and “agglomerate.” This means that the best prospects for office development are in or near an existing concentration.
- **Retail development.** Demand for retail is driven by population densities and incomes in the local area. Although E-commerce is growing rapidly, represents only 9% of total retail sales nationally.

Area/Urban Village	Housing Unit Growth (2015-2018)
Urban Centers	15.4%
Hub Urban Village	14.4%
Residential Urban Villages	9.5%
Outside Urban Villages	2.0%

Source: OPCD Urban Village Housing Growth

Potential for TOD at 130th and 145th Stations

Several market studies have considered the potential for new TOD along the Lynnwood Link Extension, including the 130th and 145th station areas (List studies or link to the “Documents” section of the website):

- Central Puget Sound Region Transit-Oriented Development Study (2012)
- Puget Sound Regional Council Growing Transit Communities: ULI Technical Assistance Panel Recommendations (2012)
- City of Shorelines Market Study for 145 St. Station
- Lynnwood Link Extension Station Area Transit Oriented Development Potential (April 2013)

While these market studies differed in their approach and focus, they include findings relevant for the 130th and 145th station area.

“With the regional economy gaining strength, experts are forecasting that there will be growing employment opportunities as well as ongoing increased demand for housing and jobs in the coming decades. With the neighboring City of Seattle being one of the fastest growing cities of its size in the US and the attractiveness of living along the light rail line, Shoreline station subareas should experience market pressure for redevelopment” (City of Shoreline Market Study for the NE 145th Street Station, 2009).

Characteristics Supportive of TOD

- **Proximity to employment centers.** Proximity and good transit connections to multiple employment centers (Northgate, University District, Downtown Seattle, UW Bothell) makes this station area attractive for TOD.
- **Multiple transportation options.** The station area will have light rail, BRT and local bus service connecting to employment centers and adjacent urban villages. Also, the station area has excellent access to Interstate 5.
- **Strong local housing and job market.** Seattle has been one of the fastest growing large cities in the country for the last five years. Although growth is slowing, it is expected to continue to grow which means the demand for housing will also continue to grow.
- **Access to amenities.** The proximity to a variety of greenspaces (park, golf course, playground, P-patch, trail) provides a desirable amenity for TOD.

“TOD potential for the NE 130th Street Station is limited, primarily because of the single family development pattern in this area. Much of the land within the station area is occupied by a golf course and parkland. Two nearby commercial areas—where development can be expected to occur—are outside the station area. Based on existing plans and policies, this area is not designated to receive future growth” (Lynnwood Link Extension Station Area Transit Oriented Development Potential, 2013).

Barriers or Challenges to TOD

- **Existing land use.** The majority of land use within the station area is parkland or single family residential.
- **Connectivity.** The Interstate-5 expressway is a major barrier to TOD. Connectivity is also hampered by the lack of sidewalks, crosswalks, and bicycle routes to future stations.
- **Availability of large sites.** Most parcels in the station areas are small and would require assembly.
- **TOD supportive zoning and planning policy.** The station area, located between two urban villages, does not have policy or zoning that supports TOD.
- **Neighborhood Activism.** Generally, residents support new light rail. But many may resist new development and increased density.
- **Land values and rents in this area tend to be lower than Seattle average.** New development could displace current low- and moderate-income households.
- **Affordable Housing.** Current affordable housing funding does not prioritize transit-rich locations. Affordable housing developers compete with market rate developers for the most desirable locations around transit.
- **Adjacent nuisance.** An aerial light rail station/guideway and Interstate 5 could be seen as a nuisance by immediately adjacent residents.
- **No agency TOD.** Sound Transit will not acquire property for facilities or construction. Therefore, there will be no agency property available for affordable TOD in the future.

In short, these market studies conclude the current opportunity for TOD in the Seattle portion of the station area is limited. However, as the City of Shoreline has demonstrated, if some barriers can be eliminated, the market will respond.

A graphic featuring a light purple circle on the left, partially overlapping a dark teal rounded rectangle. The rectangle has a white grid pattern. The text "COMMUNITY ENGAGEMENT" is centered in white, bold, uppercase letters within the teal area.

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT | What We Have Heard So Far

The community has provided input about future land use and transportation in the area through previous projects. Some community members organized the 130th Light Rail Station Community Conversations in October 2015 and May 2016. Several major citywide/regional projects also touched on this area:

- Seattle 2035 Comprehensive Plan (2014-2016)
- Mandatory Housing Affordability/HALA (2016-2017)
- ST3 Voter Initiative (2016)
- Community Conversations about 130th Station Area (2 sessions organized by community residents in October 2015 and May 2016)

Both Seattle 2035 and HALA gathered specific input about the idea of a potential urban village at the 130th Station. Below is a summary:



Walking and biking to the station

- Improve pedestrian safety and connections for surrounding neighborhoods
- Improve connections to adjacent neighborhoods and trails



Bus connections to the station

- Strengthen east/west connections from adjacent neighborhoods to the station
- Connect Rapid Ride E to 130th/145th stations
- Provide better shelters on connecting routes



Station development

- Minimize footprint of station and impact on adjacent development
- Integrate public art and green space
- Provide drop-off/pick-up zones for cars



New development near the station

- Maintain neighborhood character and single family zoning
- Limited opportunities for transit oriented development near 130th St. Station



Roads and Parking

- Opportunity to improve I-5 on and off-ramps
- Reduce traffic congestion and other impacts on the Northgate area
- Parking is needed to support public transportation



Parks and Open Spaces

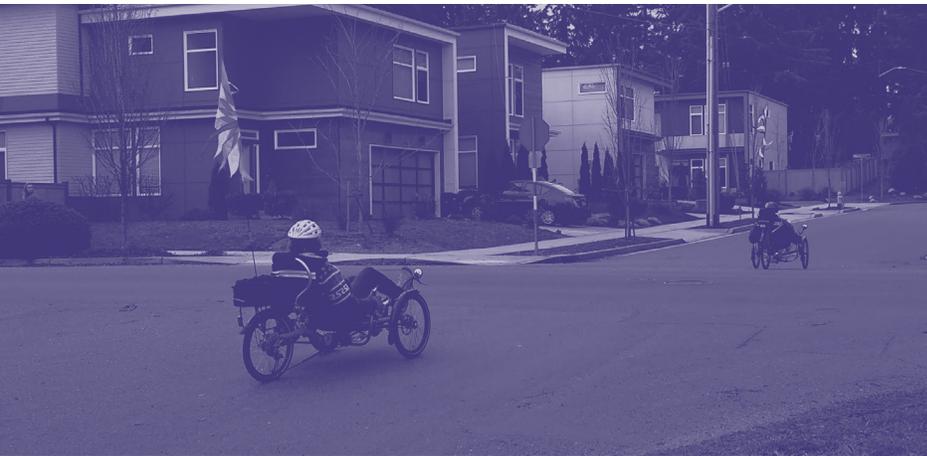
- Protect existing open space, trails, gathering space, and parks
- Improve connections to Jackson Park and trails
- Opportunity to daylight Thornton Creek at 145th St.



OPCD staff engaging with a resident at a Sound Transit drop-in session

130th & 145th Street
Station Area Planning

BACKGROUND REPORT



FOR DISPLAY ONLY

March 2019 (DRAFT)



Seattle Office of Planning
& Community Development

Station Area Planning